PACIFIC FISHERMAN

MARCH
1950

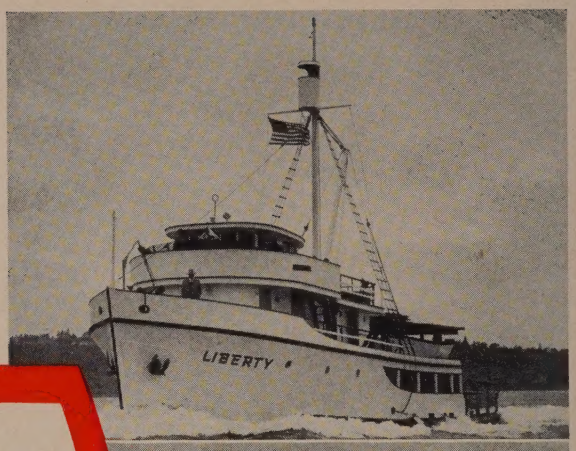
A Miller Freeman Publicatio

TWENTY-FIVE CENTS

LIBRARY
FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS

SAN DIEGO
FIRST TUNA PORT

"I recommend General Petroleum Lubricants for every boat we build"



John Breskovich speaks from many years of boat building experience as owner of both the Pacific and Puget Sound Boat Building Companies. He says he recommends General Petroleum lubricants for all his boats, "because it's a further guarantee of owner satisfaction." He knows G. P. products... has used them for 20 years and feels that the seagoing know-how of G. P. lubrication men contributes greatly to proper equipment maintenance.

Among the outstanding boats built in his yards and following his recommendations to stick to General Petroleum products are:

The Liberty — San Diego's high boat for 1949 among medium clippers. Eddie Madruga is owner; she made 6 trips, out 298 days.

The Sun Glow — Hank Madruga, skipper, always among the leaders, 6 trips in 1949.

The May Queen — Carl and Jack Medinas' beautiful new 121 foot clipper, a great success since recent launching.

The Sun Hawk — George Alameda's 93 foot Clipper, high boat in 1948.

GENERAL PETROLEUM
CORPORATION
Using Nature's Gift to Better Mankind

Mobilgas
SOCONY-VACUUM

Pacific Fisherman (with which is combined West Coast Fisheries) is published monthly except in January when publication is semi-monthly by Miller Freeman Publications

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 43 No. 4

MARCH, 1950

TABLE OF CONTENTS

High Seas Sockeye Fishing Closed Off Straits.... 17
What To Do With Fisheries—National Canners Discussion of Hoover Report..... 22
Canned Fish Hand-i-Book Hailed..... 25
Pink and Chum Prices Drop Sharply..... 26
John N. Cobb—Explorer..... 29
Monterey Sardine Season Counts $20 Million.... 30
Alaska Salmon Outlook Dimmed..... 33
Salmon Prices to Westward Continue as in '49.... 37
Strained Tuna Baby Food..... 39
Cold Stops Best Herring Fishing..... 43
First Fisheries Technologists..... 45
IFAWA Decides Against Merger..... 47

President ..... Miller Freeman
Manager ..... Lawrence K. Smith
Editor ..... DeWitt Gilbert
Executive Editor ..... Stedman H. Gray
Advertising Manager ..... C. L. Hillyard
Circulation Manager ..... Miller Freeman, Jr.

Publishing Office
71 Columbia St. Seattle 4 MAin 1626

Branch Offices
LOS ANGELES 13
A. W. Ponsford, Associate Editor
124 West 4th St. MU. 8194

SAN FRANCISCO 5
Stuart F. Leete, Associate Editor
121 Second St. GA. 1-5887

VANCOUVER, B. C.
Charles L. Shaw, Associate Editor
Royal Bank Bldg. MA. 1520

MEMBER AUDIT BUREAU OF CIRCULATIONS

PORTLAND 4
534 S. W. 3rd Ave. BE. 6348

WILMINGTON
315 N. Avalon Blvd. TE. 4-4538

NEW YORK CITY 17
370 Lexington Ave.

NEW ORLEANS 12
305 Barrone Street

LAST MINUTE NEWS SUMMARY

Salmon Research Presentation Scheduled for March 10

In view of increasing interest by the members of the salmon industry in the researches of the salmon runs of Alaska carried on by the Fisheries Research Institute at the University of Washington under the direction of Dr. W. F. Thompson, an illustrated report on these researches will be made at a general industry meeting March 10. This salmon research report program will take the place of the Salmon Cutting and Production Conference.

This salmon research program will begin at 10 in the morning, Friday, March 10, in the Olympic Bowl, Olympic Hotel, Seattle, and will consist of both morning and afternoon sessions. All persons interested are cordially invited to attend. "Those who have heard presentation of this research work feel that it should be presented to the largest possible group of people interested in the future of the Alaskan salmon runs," according to E. M. Brennan, chairman of the Fisheries Research Institute Advisory Board.

Secretary of Interior Speaks At N.F.I. Convention Opening

Secretary of the Interior Oscar Chapman has accepted an invitation to speak the opening day of the National Fisheries Institute convention at Chicago April 18, it was announced late in February by Harald Synnestvedt, president of the N.F.I.

So far as is recalled, this is the first time that a Secretary of the Interior has attended a convention of the fishing industry. Special interest is attached to what Secretary Chapman has to say because of the Hoover Commission recommendations for changes in the status of the Fish and Wildlife Service, now in the Department of the Interior.

Congressman S. O. Bland Dies

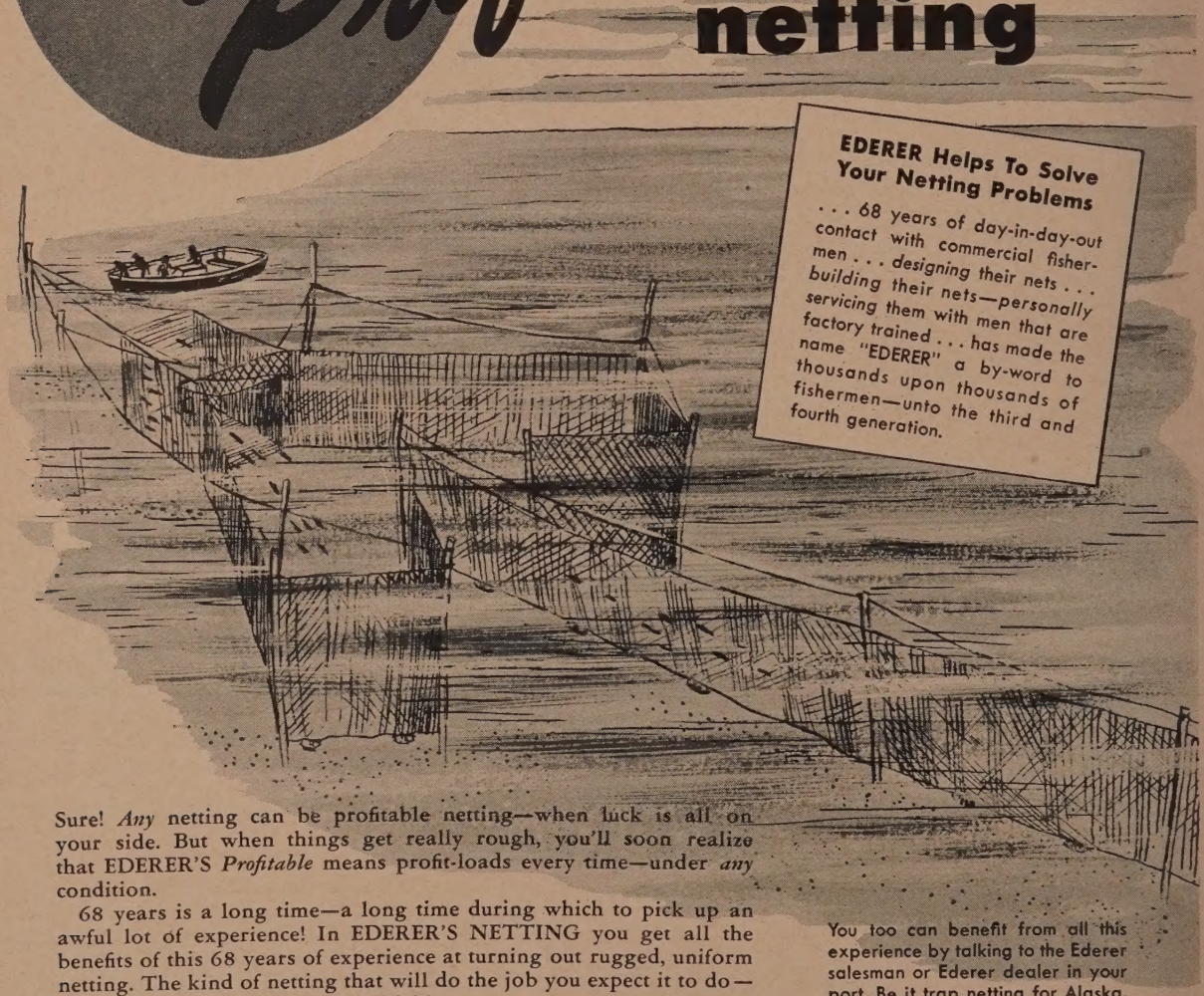
Congressman Schuyler Otis Bland of Virginia, who has been chairman of the House Merchant Marine and Fisheries Committee for many years, except during the 80th Congress, died in Washington Feb. 16 of a stroke.

He was widely regarded as an influential friend of the fisheries.

THE COVER PICTURE

The fine aerial photo of San Diego's tunafront appearing on our cover was taken by Larry Booth of Allied Craftsmen, San Diego, just as 1949 ended. Beginning at the lower left corner, and following up the shore to the palm-lined pier at the top are the installations of Shell Oil Co.; Van Camp Sea Food Co.; Westgate-Sun Harbor Co.; Fishermen's Marine Dock, General Petroleum Station; "Caterpillar" marine station; a kelp-processing company; San Diego Marine Construction Co.; Martinolich Shipbuilding Corporation; National Steel and Shipbuilding Co.; People's Packing Corporation; Lynch Shipbuilding Yard.

EDERER'S *Profitable* netting



EDERER Helps To Solve Your Netting Problems

. . . 68 years of day-in-day-out contact with commercial fishermen . . . designing their nets . . . building their nets—personally servicing them with men that are factory trained . . . has made the name "EDERER" a by-word to thousands upon thousands of fishermen—unto the third and fourth generation.

Sure! *Any* netting can be profitable netting—when luck is all on your side. But when things get really rough, you'll soon realize that EDERER'S *Profitable* means profit-loads every time—under *any* condition.

68 years is a long time—a long time during which to pick up an awful lot of experience! In EDERER'S NETTING you get all the benefits of this 68 years of experience at turning out rugged, uniform netting. The kind of netting that will do the job you expect it to do—whatever your particular type of fishing.

With a record like this, it's easy to see why more and more EDERER NETTING is being chosen at all the principal fishing ports. It's easy to see—also—that this is the kind of a record that adds up to *Profitable* Netting—EDERER'S!

You too can benefit from all this experience by talking to the Ederer salesman or Ederer dealer in your port. Be it trap netting for Alaska, pound traps for Maine or the Great Lakes—let "Ederer" be the buy-word to you too.

R. J. EDERER COMPANY

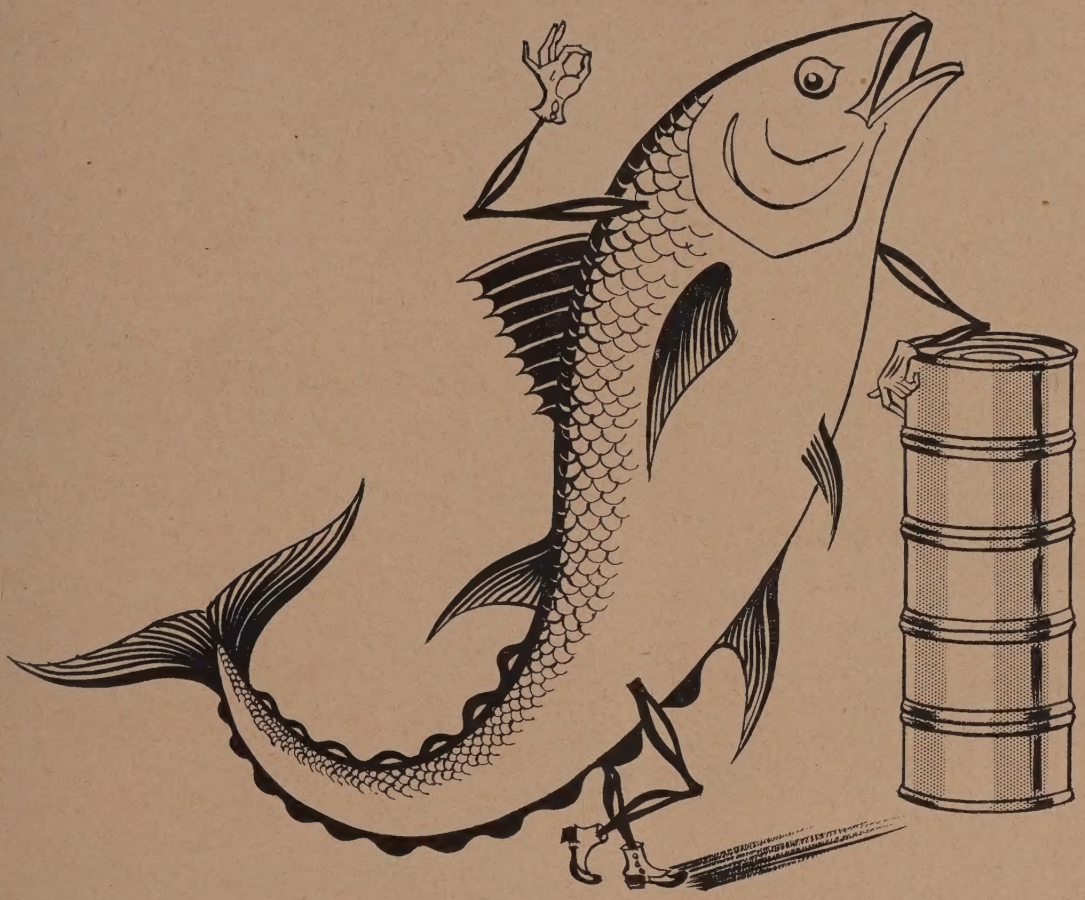
HOME OFFICE: 540 ORLEANS ST, CHICAGO

PACIFIC COAST DISTRIBUTORS

C. J. HENDRY COMPANY
San Pedro San Diego
San Francisco, California

SUNDE & D'EVERS COMPANY
Seattle, Washington
Ketchikan, Alaska

THE BEEBE COMPANY
Portland, Oregon
Astoria, Oregon



"I'll bet a fin you can't find a better can than a Continental"

says **W. BLUEFIN TUNA**

Continental cans for fish are ALWAYS CLEAN, BRIGHT and TIGHT — engineered to package fish right.

Whether you use semi-formed or ready-formed cans you'll find Continental is TOPS FOR SERVICE.

No matter how many cans you need, you can depend on Continental to deliver them WHERE AND WHEN YOU WANT THEM.

You can't beat Continental as a dependable source of supply!

CONTINENTAL CAN COMPANY

707 SOUTH HILL STREET, LOS ANGELES 14, CALIF. RUSS BUILDING, SAN FRANCISCO 4, CALIF. 653 SKINNER BUILDING, SEATTLE 1, WASH.

. . . powered by a rugged, dependable MURPHY DIESEL

LIKE so many fishing boats in Pacific waters, the "St. Peter" depends on a Murphy for its power—and good, dependable power it is, too. Owned by Pete Xitco, Bellingham, Washington, the "St. Peter" measures 55′ x 15′ 8″ x 6′. The 135 H.P. Murphy Diesel turns a 48″ x 38″ wheel at 400 rpm through a 3:1 reverse and reduction gear.

Murphy Diesels, offering such design advantages as "true" diesel operation, unit fuel injection, four valves per cylinder, hydraulic servo-type governor and many others, are the preferred choice of scores of fishermen from Alaska to Mexico. Why not profit by their experience and get full details on a Murphy Diesel for your boat? Ask your Murphy Diesel Dealer or write direct.

MURPHY DIESEL COMPANY
5301 W. Burnham Street • Milwaukee 14, Wisconsin

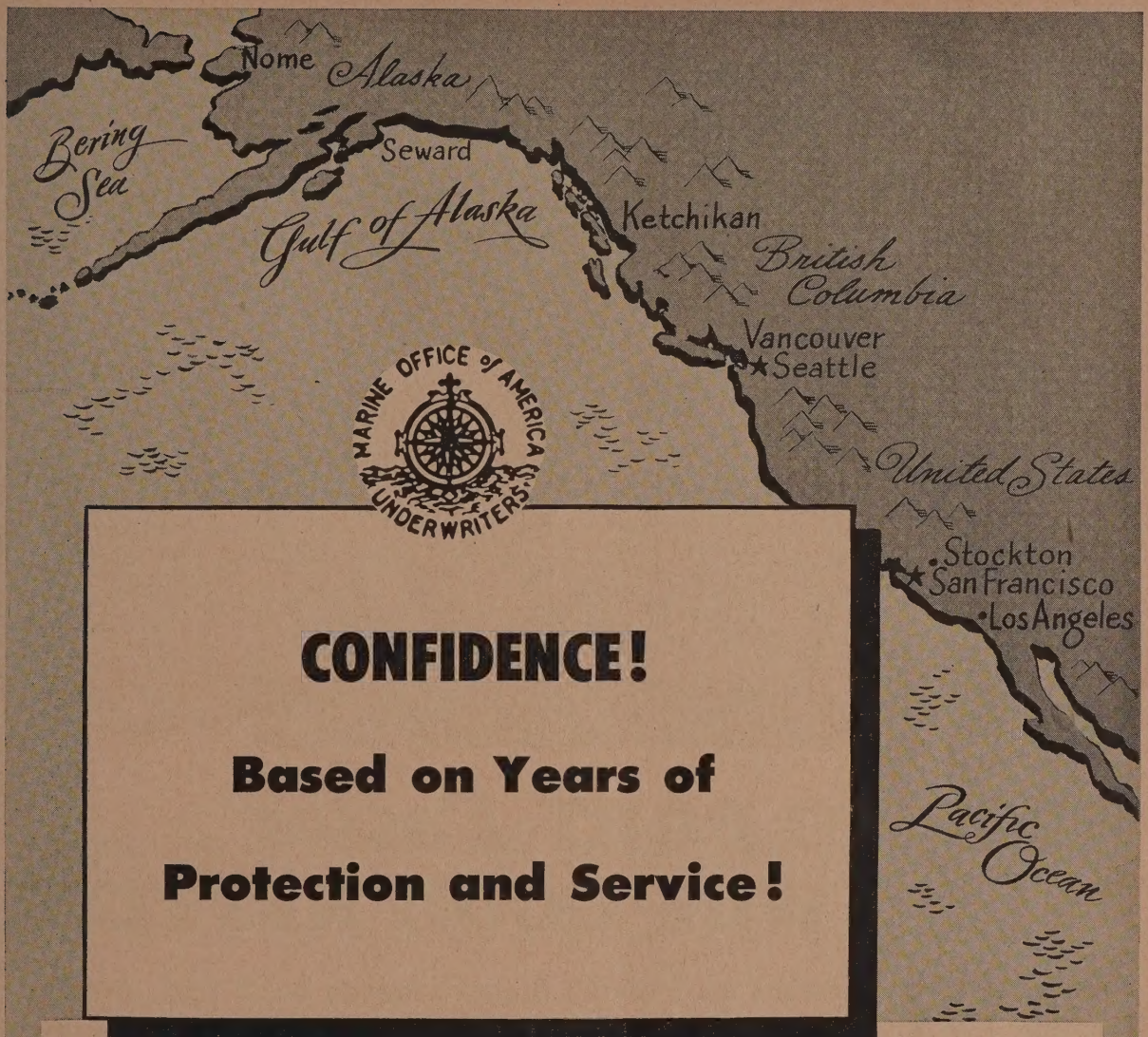
MURPHY DIESEL

Heavy duty power
for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H.P.; marine type generator sets from 60 to 133 K.W.

GET FULL INFORMATION FROM YOUR NEAREST DEALER

SAN FRANCISCO, CALIFORNIA—Oswald Machine Wks., 2936 Hyde St.
PARAMOUNT, CALIFORNIA—MacCallum Co., Box M, Clearwater St.
SEATTLE, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B. C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.



CONFIDENCE!

Based on Years of Protection and Service!

The Marine Office of America is proud of the confidence it enjoys among executives of the fisheries industry—confidence that has been built up through many years of providing unexcelled protection, backed by unexcelled service.

Executives know that Marine Office protection is *strong, sound protection,* and that the seven leading Marine and Fire Companies that compose the Marine Office of America make it one of the *largest, strongest* and *soundest* groups in the country. And, too, the *strength* of its protection is equalled by the *efficiency* of its service—with offices throughout the nation, and claim-settling facilities throughout the world.

Sound insurance protection is vital to the continued success of the great West Coast Fishing Industry. *The Marine Office of America provides it!*

SEE YOUR LOCAL AGENT OR BROKER!

MARINE OFFICE OF AMERICA

Northwestern Department:
Paul A. Carew, Manager
Colman Building
Seattle 4, Washington

Pacific Department:
F. B. Galbreath, Manager
140 Sansome Street
San Francisco 4, California

MARINE OFFICE of AMERICA UNDERWRITERS

Service Offices:
530 West Sixth Street—Los Angeles 14, California
411 Yeon Building—Portland 4, Oregon
22 North San Joaquin—Stockton 5, California

OFFICES THROUGHOUT THE UNITED STATES—CLAIMS AND SETTLING AGENTS THROUGHOUT THE WORLD

BACK TO PORT *Faster* With GOOD NETTING

First back to port **means more than running free on the wind with all sails sheeted in hard on the port tack. Good netting — that hauls 'em in fast to the last fish — reduces "time out" faster than good weather, good navigation and good sailing combined.**

Good netting not only brings in bigger tonnage but it pays off handsomely in time saved . . . *money saved* on each trip out. Get back to port *faster* with . . .

- **SEA KING Seine and Trawl Netting**
- **STEEL GREY Linen Gill Netting**
- **SEA ISLAND Cotton Gill Netting**

Cotton Netting made from the famous Bibb's "Porterdale" Seine Twine

The FISH NET & TWINE COMPANY

310-312 BERGEN AVENUE, JERSEY CITY, N. J.

Pacific Coast General Representative: **DAVIS CORDAGE CO., San Francisco and Los Angeles**

PACIFIC COAST DEALERS

Fisheries Supply Co.
Seattle, Wash.

Island Marine Supply Co.
Terminal Island, Cal.

Fishermen's & Ships' Supply Co.
San Francisco, Cal.

"Serving the Fishermen's Needs for Over 100 Years"

How to get your fish to market...at a profit!

Can it for the housewife's convenience and brand it so she can identify your quality

Americans will eat half a billion dollars' worth of canned fish this year.

This enormous volume will be bought by housewives seeking new and tempting dishes at tight budget prices. First purchasers will buy on impulse—from the label. Your quality behind this label will build repeat business.

Why not let Canco advise you on fish product packages that *sell?*

Canco's vast resources are at your disposal . . .

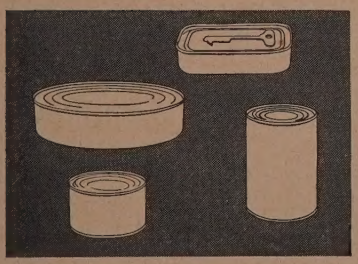
Canco engineers will lay out your plant—giving you blueprint and plans for adding new lines or for new equipment that will save time and money.

Canco nutritionists will formulate your new products; test them in our testing kitchens.

Canco will recommend types of cans, linings, closures—advise you on all technicalities of processing.

To *learn the latest* on canning fish . . .

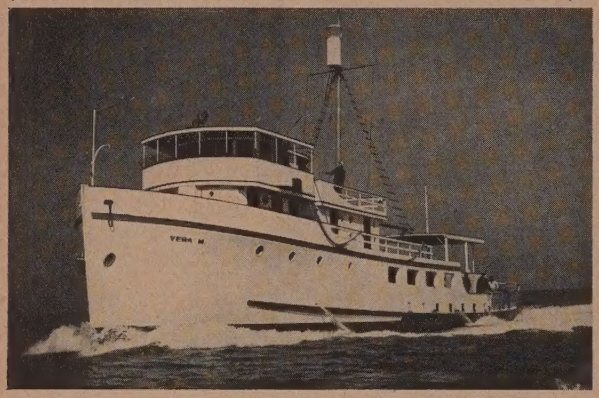
CALL CANCO FIRST



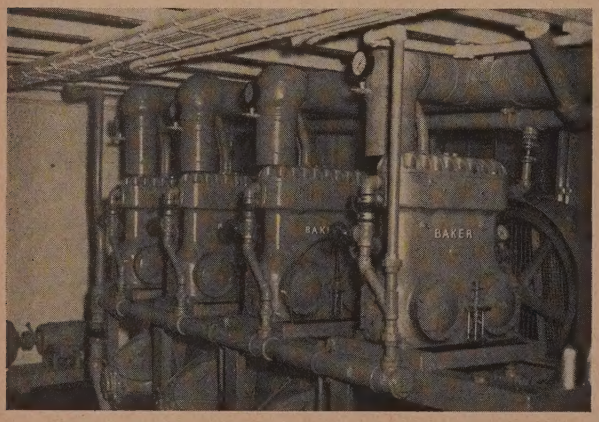
AMERICAN CAN COMPANY

New York • Chicago • San Francisco

It's Baker for the "Vera M"



HIGH IN THE NEWS among Pacific Coast fishing circles, the new "Vera M" is exciting plenty of favorable comment. Trim and sturdy, she's a 110-foot tuna clipper built by the San Diego Construction Company for the yard's president, Captain Oakley J. Hall. Like so many famous vessels before her, she relies on dependable, long-lived Baker refrigeration equipment to protect her fare.



DOWN IN THE HOLD, 220 tons of round tuna can be preserved at low temperature by a Baker refrigeration system operating through three phases of chilling. Heart of the installation are the four Baker 3½ x 3½, 4-cylinder ammonia compressors shown above. Each is powered by a 10 h.p. motor and mounted in an amazingly compact arrangement that is a model for space-saving efficiency. P-2

FOR THE LATEST AND BEST IN MARINE REFRIGERATION CONSULT BAKER'S PACIFIC COAST OFFICES

LOS ANGELES: 351 South Anderson Street
SAN FRANCISCO: 445 Bryant Street
SEATTLE: Northwest Baker Ice Machine Co., Inc., 1310 Airport Way
PORTLAND: Northwest Baker Ice Machine Co., Inc. 932 Northwest Sixteenth Avenue

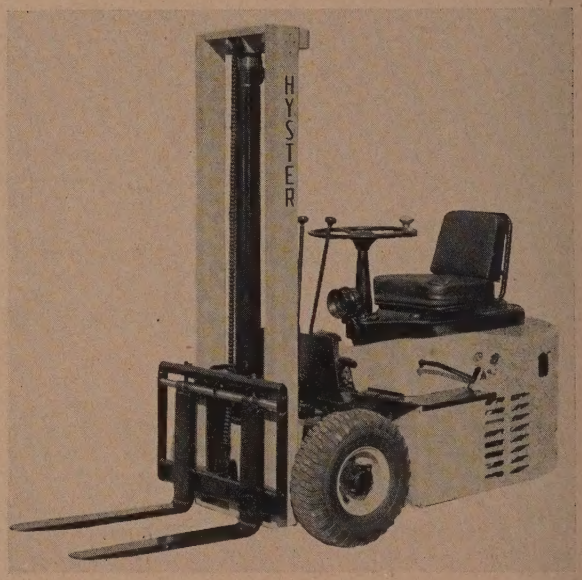
BAKER AIR CONDITIONING AND REFRIGERATION

Zone-balanced *Engineered*

BAKER REFRIGERATION CORPORATION

General Offices and Factories: South Windham, Maine

YOU'VE NEVER SEEN A LIFT TRUCK LIKE THE *New* HYSTER 20



The first *entirely modern* 2000 lb. lift truck, designed by materials handling engineers, is now being demonstrated at our Marine Division showroom, 2500 Westlake N., Seattle. You are cordially invited to inspect it.

- NEW improved Wisconsin AIR-COOLED engine, *efficient in any temperature.*
- PNEUMATIC TIRES—big diameter, 10-ply rating.
- OPERATES OUTDOORS as well as indoors.
- NEW heavy duty Borg & Beck Clutch. *Estimated life over 2 times greater than other trucks.*
- SINGLE LEVER controls hoisting and tilting.
- LOW OVERALL HEIGHT. Truck with 9-ft. lift only 78½ in. high. Other lift heights available.
- EASY ON FLOOR SURFACE, on the load, and on the operator! *Improved visibility.*
- LOW MAINTENANCE COST because of standardized repair procedure, easy accessibility of parts which will require servicing.

NORTHERN COMMERCIAL COMPANY

Hyster Distributors for Alaska and Yukon Territory

SEATTLE: Colman Bldg., phone ELiot 8830, and 2500 Westlake Ave. N., phone ALder 6340

KETCHIKAN JUNEAU ANCHORAGE NOME
FAIRBANKS WHITEHORSE DAWSON

"Yellowknife Expeditor", 160 ft. converted LCI, tied up at Tukoyaktuk on Mackenzie Delta following trip through Arctic Ocean. Vessel is owned and operated by Yellowknife Transportation Company, Ltd. Smooth, vibrationless operation of her two 600 hp Cooper-Bessemer main diesels was evident even to the layman.

Powering the "Yellowknife Expeditor" a job for the hardiest of diesels

THE first trip of the "Yellowknife Expeditor" made history — a 5,500-mile voyage from Victoria, B.C., via the Pacific and Bering Sea, through the Bering Straits, along the Arctic coast and then 1,200 miles up the Mackenzie River to Great Slave Lake. The voyage had never been made before. Many seamen, aware of the heavy, treacherous seas and other hazards, said it couldn't be done! It was a *real* test for diesel stamina.

A converted landing craft, the 160 ft. "Expeditor" needed new, completely reliable propulsion power for this history-making voyage and for subsequent freight and passenger service on big Great Slave Lake. Two 600 hp Cooper-Bessemer diesels were installed. These modern engines, noted for long life and trouble-free performance, were a wise choice — particularly for such remote Arctic service.

But of course those are qualities that pay off in every service, regardless of conditions. So if you have a powering job coming up, why not cinch these advantages? You can, you know, with Cooper-Bessemer power.

The **Cooper-Bessemer** Corporation

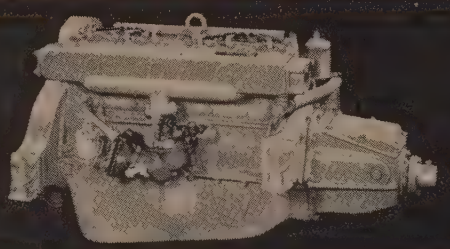
MOUNT VERNON, OHIO — GROVE CITY, PENNA.

640 East 61st Street, Los Angeles 1, California
29 Pine Street, San Francisco 11, California
570 First Avenue, S., Seattle 4, Washington
Simson-Maxwell Limited, Vancouver, B. C.

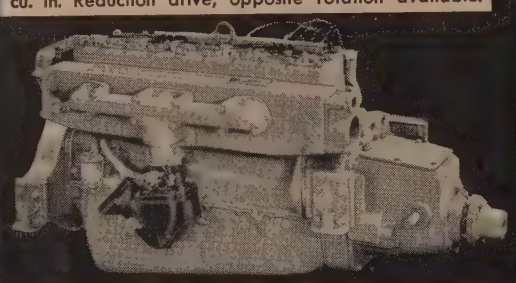
WORLD'S BEST BUYS IN MARINE ENGINES

Built and backed by the world's largest manufacturer of marine products

Model B—Compact, power-packed Chris-Craft 60 h.p., 132 cu. in. Reduction drive available. A great value!



Model K—For more power and economy ... 95 h.p., 229 cu. in. Reduction drive, opposite rotation available.



Model M—Rugged, dependable ... 130 h.p., 320 cu. in. Available with reduction drive and opposite rotation.

PROOF! PROOF!

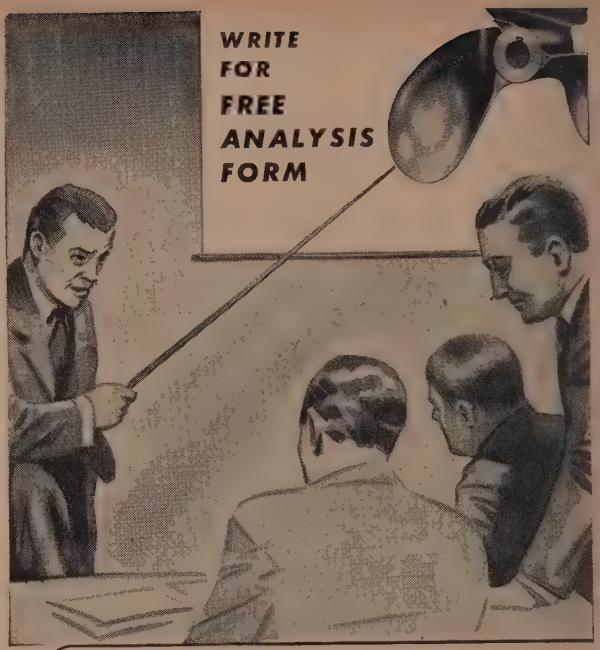
Dick Lovett

"In my business of servicing fishing and pleasure boats," writes Dick Lovett, veteran yacht yard operator, Longport, N. J., "I service many makes of engines. I've found that Chris-Craft Marine Engines are by far superior from standpoints of low-cost operation and all-around dependable performance. I use a Chris-Craft engine in my own service boat because I know that I can count on it, day in and day out. For my money, Chris-Craft Marine Engines are the best buy for any purpose."

FISHERMEN! Buy the best for less—buy Chris-Craft Marine Engines. A complete line. Reduction drives ... opposite rotation ... also high speed engines for light, fast hulls. Ask your Marine Dealer, Boat Yard or Boat Builder for prices and data. These world-famous engines will do a better job for you.

Chris-Craft

MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

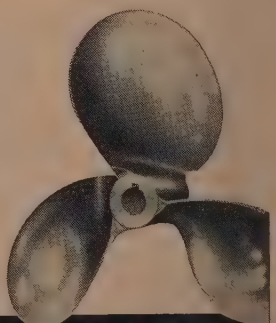


"MICHIGAN WILL MATCH THE PROPELLER TO YOUR MOTOR AND TO YOUR HULL" — FREE

Let a Board of Experts analyze your propeller requirements, by filling out and mailing to the Michigan Wheel Company the Analysis Form giving your power plant and your type of hull and other pertinent facts.

Forty years of propeller experience is yours — free for the asking. Men familiar with hull construction, power plants of all types as well as propellers, will analyze your propeller needs and will render a considered report on the type and size wheel best suited to your particular driving problem, whether fast yacht, heavy duty work boat, or fishermen.

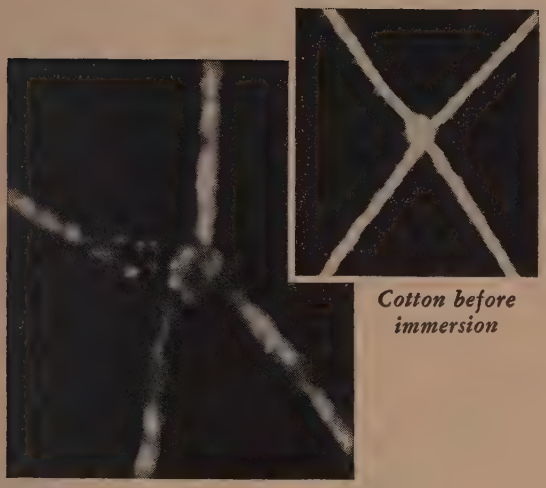
Perhaps your present wheel is not best suited to your type of hull and engine. Do you lack speed? Is fuel consumption too high? Range of RPM incorrect? Undue vibration? Write for our free Analysis Form today and let our Board of Experts report back to you.



MICHIGAN WHEEL COMPANY
GRAND RAPIDS 3 MICHIGAN

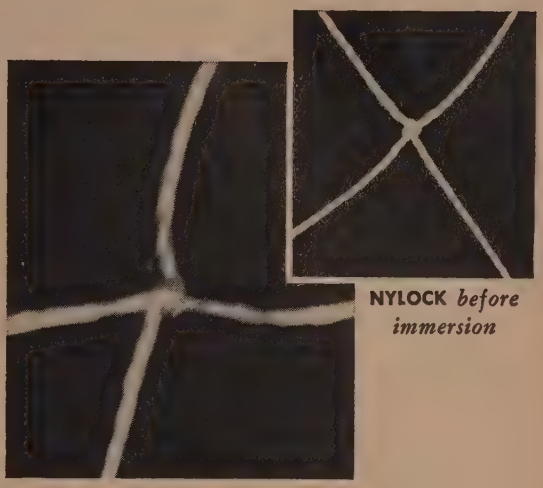
BRYANT'S MARINA, INC., Seattle; STECKMAST & CO., INC., Portland; THOMSON MACHINE WORKS, San Francisco; CROFTON DIESEL ENGINE CO., San Diego, San Pedro.

Look at the Evidence...



Cotton before immersion

Cotton after 72 hours in water



NYLOCK *before immersion*

NYLOCK *after 72 hours in water*

. . . then make sure that your netting is made of NYLOCK® 100% Nylon Fish Netting

• What more graphic proof is necessary than the photographs above which show cotton and NYLOCK netting before immersion – and after 72 hours in the water. Notice the fineness of the NYLOCK netting as compared with cotton. Notice how NYLOCK has stood up in the water, proving that it wears longer – gives you more for your money!

Here are some other facts about NYLOCK that you should know: NYLOCK Netting requires no drying, no preservatives. It retains an amazingly high degree of tensile strength when wet. It is not affected by mildew, marine organisms, oil or gasoline. NYLOCK Netting is especially treated for sunlight resistance. It absorbs only 6% of its weight in water compared with cotton's and linen's 100% absorption. Tests have proved that NYLOCK Nylon Netting *increases the catch – lowers operating costs.*

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill. Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO. – 310-312 Bergen Avenue, Jersey City, N. J.

MOODUS NET & TWINE INC. – Moodus, Connecticut

A. M. STARR NET CO. – East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure and Specify NYLOCK When Ordering Your Nylon Netting

NYLOCK*

100% Nylon Fish Netting

*Trade Mark

SOLE DISTRIBUTORS:

BROWNELL & COMPANY, *Inc.*

—also manufacturers of Nylon Maitre Cord and Hanging Twine

Moodus, Connecticut

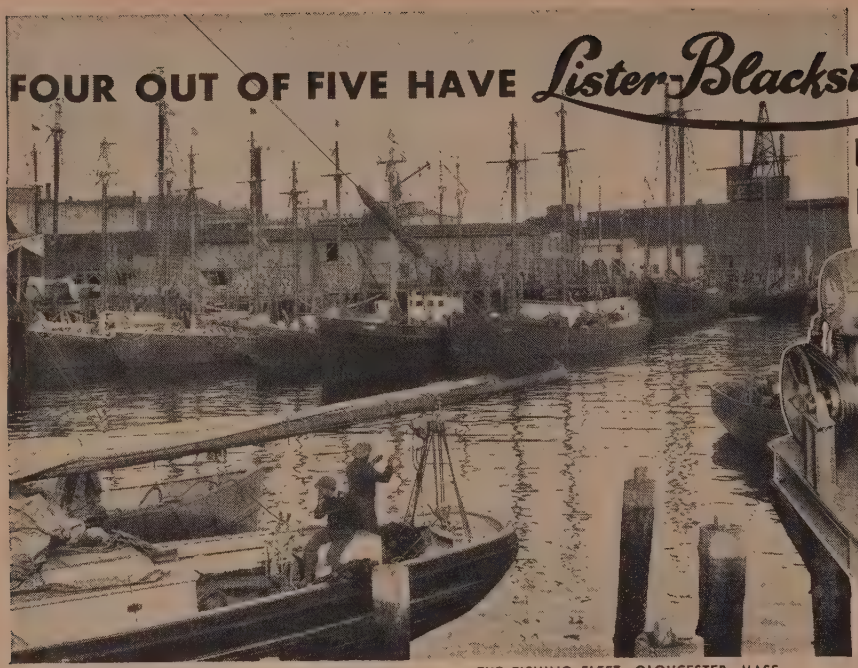
MANUFACTURED BY:

The **HEMINWAY & BARTLETT** *Mfg. Co.*

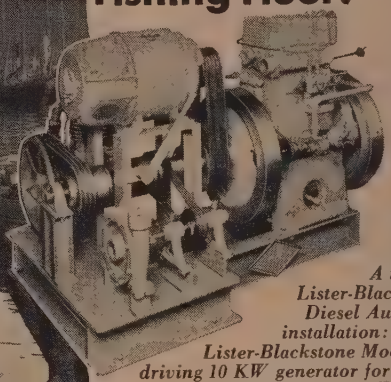
432 Fourth Ave., New York 16, N. Y.

FOUR OUT OF FIVE HAVE *Lister-Blackstone* AUXILIARIES

In New England's Fishing Fleet!



THE FISHING FLEET, GLOUCESTER, MASS.



A typical Lister-Blackstone Diesel Auxiliary installation: 16 HP Lister-Blackstone Model CE driving 10 KW generator for power requirements of New England fishing boats.

REDUCED PRICES SAVE YOU MONEY

Now's the time to buy. Lister Blackstone's your buy-word. Get this best diesel value for your dollar. 3 to 300 HP. Write us your requirements. Address Dept. P.

LISTER-BLACKSTONE, INC.

Factory, Sales & Service Headquarters: 420 Lexington Avenue, New York 17, N. Y.
Parts Warehouses: MILWAUKEE, Wis., 3073 S. Chase Street; BOSTON, Mass., Whesco Bldg., Fish Pier
Agents in Boston • New York • Norfolk • New Orleans • Mobile • Tampa • Miami • Houston
Newton (Iowa) • Seattle • Los Angeles • San Francisco • San Diego • Montreal • Toronto • Winnipeg
Vancouver • St. Johns • Edmonton
Sold and Serviced in 37 Countries Throughout The World

Keep in touch...
use ship telephone service

Call the beach... call other ships... radiotelephone service is there when you need it. Get regular weather reports, storm warnings. Enjoy the freedom that comes with ship telephone service.

Get the facts from this free booklet

Call or write a Pacific Telephone Business Office in the nearest principal port city and get this interesting, informative booklet free.

The Pacific Telephone and Telegraph Company

"Sailor take care!"

Take no chances with rust, corrosion. Use MONEL® ANCHORFAST nails.

They drive like nails. They hold like screws! Rustproof! Stronger than structural steel!

Leading boat builders have standardized on Anchorfast nails to fasten hull planking and for many other uses. You can safely follow their example.

Get quotations today. Phone or write.
Pacific Metals, Ltd., Los Angeles 21, Salt Lake City 4, San Francisco 10.
Eagle Metals Co., Portland 12 (Ore.), Seattle 4, Spokane 8.

INCO — THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.

RCA
AUTHORIZED DEALER
RADIOMARINE
DIRECTION FINDERS ■ RADIOTELEPHONES

Shepherd Radio Shops are skillfully manned and equipped to service your radio equipment. Complete spare parts available.

only at

Los Angeles AN 10261
San Diego MAin 8071

SHEPHERD
DIESEL MARINE

San Pedro TE 3-2787

The NEW

RADIOMARINE® 3.2 cm RADAR . . .

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage . . . for position finding . . . as an anti-collision aid . . . for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

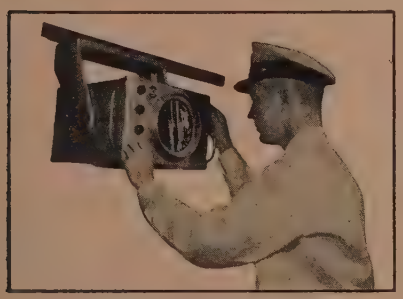
Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenna, weighs only 150 lbs.

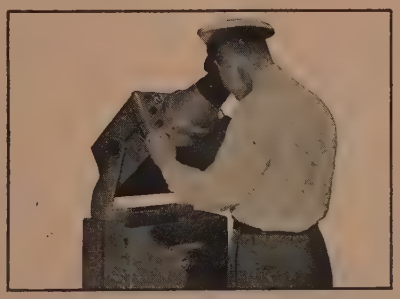
Operates from 24, 32, 115, 230 volts D. C. or 115/230 volts, 60 cycles.

Backed by Radiomarine's world-wide Service.

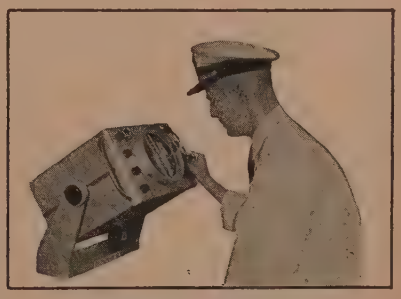
Radiomarine CR-103 Radar will enable small vessels to operate on schedule, regardless of weather, in harbor, at sea or inland waters. Investigate its possibilities for safety and economy for your craft. Write for complete information.



Mounted from the overhead



Mounted on Transmitter/Receiver Cabinet



Mounted on a table or shelf

DEALERS IN PRINCIPAL BOATING AND FISHING AREAS

Radiomarine Corporation of America
16 First Street
San Francisco, Calif.
Tel.: Garfield 1-0673

Radiomarine Corporation of America
1008 Western Avenue
Seattle, Wash.
Tel.: Main 7719

Radiomarine Corporation of America
437 North Avalon Blvd.
Wilmington, Calif.
Tel.: Terminal 4-1581

Radiomarine Corporation of America
1715 S.W. Hawthorne Ave.
Portland 14, Ore.
Tel.: Empire 8866

RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA

International Net Dips Make Nets *Last Longer*

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.

INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.

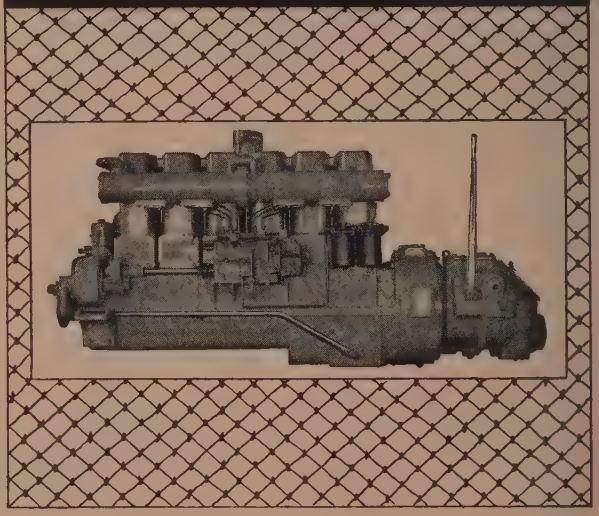
International NET DIPS

International Paint Company, Inc.
New York 6, N. Y., 21 West Street
San Francisco 7, Cal., 901 Minnesota St.
New Orleans 13, La., 315 Girod Street

International Paints [Canada] Ltd.
Montreal, Quebec, 6700 Park Avenue
Vancouver, B. C., 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT

a *New* engine for fishermen



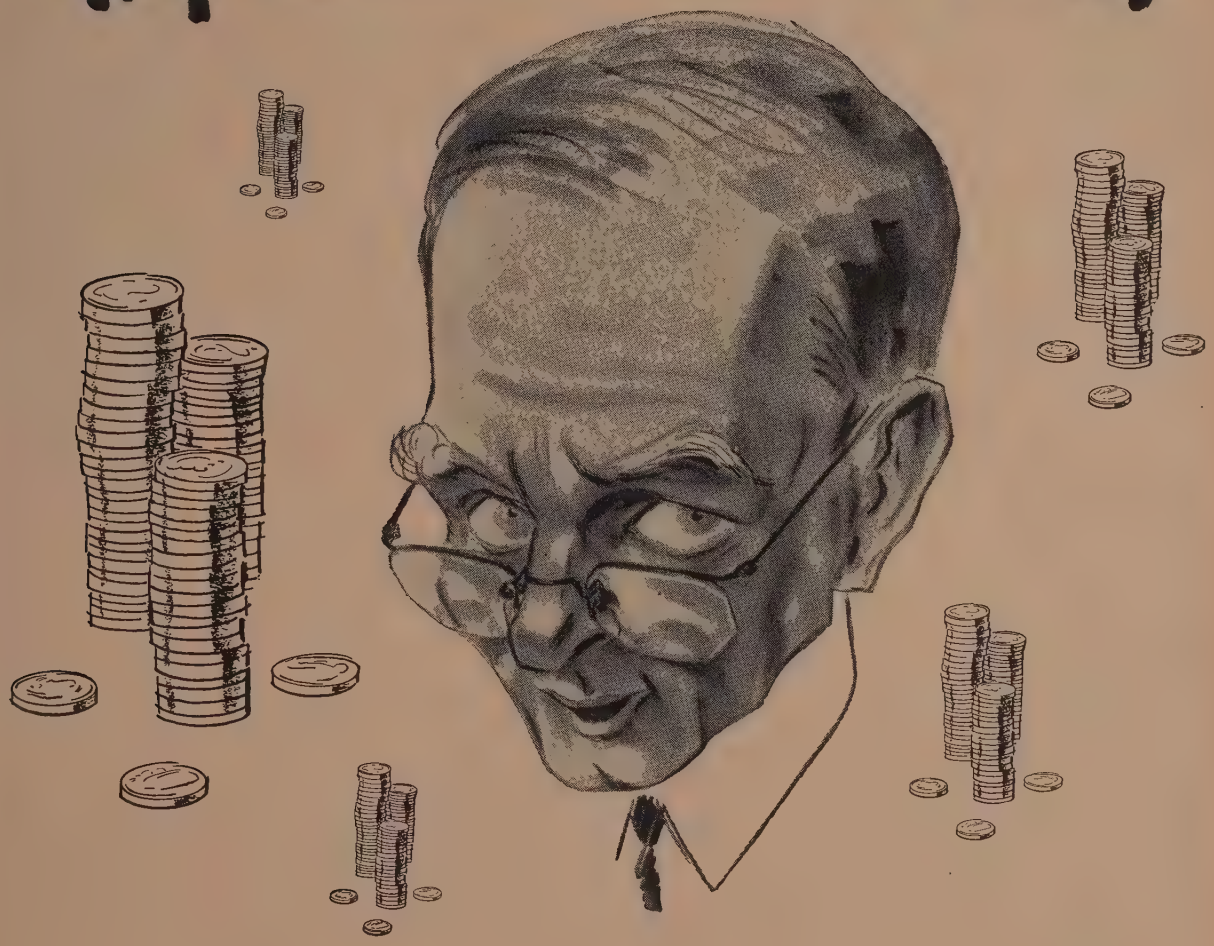
The Lathrop Engine Company proudly announces a new Diesel Engine, the *D-100*. Designed especially for fishing and work boat service. Produced entirely at the Lathrop factory in Mystic. Built with experience that has been tested and proved in other famous Lathrop Diesel Engines.

The *D-100* is calibrated to operate at a maximum of 1,000 R.P.M., when developing 100 hp. With this six cylinder, bore 5½", stroke 7" engine, the power is taken off the flywheel end. It will accommodate the most modern types of reverse and reduction gears, 32-volt large output generators and auxiliary drives.

Write for complete information and name of dealer nearest to you.

THE *Lathrop* ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

"Why shouldn't I buy rope on price?"



...because paying less per lb. can mean paying more to use

When you buy rope, you are actually buying rope service.

Extend the life of your ropes and you have cut the cost of that service. Let's apply this logic to your own rope purchases. Here is a typical example.

Suppose you can buy rope at 3¢ a pound less than PLYMOUTH SHIP BRAND Manila. Assume that in a given service PLYMOUTH SHIP BRAND rope will last six months. Comparative tests of ten leading brands show that under the same conditions the average of these brands would last only 4.8 months. This means that if you buy these brands at 3¢ per pound less, it actually costs you 1.5¢ per pound per month more than if you used PLYMOUTH SHIP BRAND Manila.

You can prove Plymouth Ship Brand savings yourself by sending for a unique cost-of-service chart. It is based on these comparative tests, shows just how they work, lets you see how much you actually save by using PLYMOUTH SHIP BRAND Manila. Send to.... PLYMOUTH CORDAGE COMPANY, Plymouth, Massachusetts.

SEE AND HEAR "THE PLYMOUTH STORY." *If you have not yet seen this color, sound film, write for an early showing. It shows how much* more *Plymouth puts into its ropes, so that the user may get* more *out of them.*

PLYMOUTH
Cordage Products

PLYMOUTH 1824

THE ROPE YOU CAN TRUST BECAUSE IT IS ENGINEERED FOR YOUR JOB

THREE IMPORTANT WAYS
in which we serve fleet owners, packers, and fishermen . . .

QUALITY PRODUCTS . . . EXPERIENCE
The fisherman, fleet owner, and packer profit by our more than 52 years of specialized experience in selecting and distributing products of sound merit.

STOCKS . . . DELIVERY
Ample stocks are maintained, or quickly available to meet requirements and expedite deliveries, no matter how large and complex the order.

AND MORE SERVICE
Reliable "on the spot" technical recommendations and service facilities supplement the service and engineering skill of manufacturers.

Among the quality lines available through Pacific Marine Supply Co.:

PLYMOUTH cordage
BARBOUR'S linen and GOLD MEDAL cotton netting
LUBRIPLATE marine lubricants
HALF-MILE and MILE-RAY searchlights
KELVIN-WHITE and DIRIGO compasses
TAYLOR and AIRGUIDE barometers
GOODRICH *Cutless* rubber bearings
WOOLSEY and DEVOE & RAYNOLDS paints, varnishes
FEDERAL propellers . . . CHAMPION spark plugs
JABSCO and OBERDORFER pumps
UNIVERSAL water-cooled lighting plants
GALLEY GAL and SKIPPY stoves
PYRENE and CO-2 fire extinguishers

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE, WASH.

High Seas Sockeye Salmon Fishing Closed Off Strait of Juan de Fuca

To forestall unrestricted Sockeye fishing in offshore waters, the International Pacific Salmon Fisheries Commission at its meeting in Vancouver, B.C., February 7, with one bold and history-making stroke closed the high seas west of a line from Bonilla Point on Vancouver Island to Tatoosh Island, and between the 48th and 49th parallels, to the taking and possession of Sockeye salmon.

By making this move now, the commission believes it has headed off a tendency to increase Sockeye fishing operations in areas previously beyond the regulatory control of the Commission. While the actual catch of Sockeyes offshore has been negligible in the past, the commission considered it desirable to block expansion of the commercial fishery there before it had reached important proportions.

Offshore Expansion Feared

The commission decided to take the step this year because a big Adams River run of Sockeye is indicated. Also there were reports that, in view of the gradually increasing volume of the total run and the effective restrictions on fishing in inshore waters, many venturesome fishermen were preparing to meet the incoming Sockeye during the coming summer outside the Strait of Juan de Fuca.

"Inasmuch as all the Sockeye are headed for the Fraser River, and only so many fish comprise the run, it stands to reason that the more fish caught offshore the less there will be available in inshore waters," said a Commission spokesman. "Practical experience has given us insufficient data on which to make accurate calculations, but theoretically it would be possible for fishermen to take a large portion of the total run of Sockeye with any kind of gear on any day in the week in offshore waters.

"This would leave a greatly reduced volume of Sockeye for the commercial fishermen in inside waters and add tremendously to the difficulties of the Commission in carrying out its long-term rehabilitation program by providing adequate escapement. In fact, a continuance of unrestricted offshore Sockeye fishing could conceivably interfere with the Commission's operation to such an extent as to render its existence useless and jeopardize the restoration of the Fraser as one of the world's great fisheries."

E. W. Allen's Resignation Rumored, and Not Denied

Following the February meeting of the International Pacific Salmon Fisheries Commission it was rumored that Edward W. Allen was submitting his resignation from the Commission to President Truman.

Mr. Allen would not comment on the report.

Other members of the Commission said that he had said the February meeting would be his last.

Mr. Allen has been a member of the Sockeye commission since its establishment.

"Gear Race" Held Undesirable

Chief Supervisor of Fisheries A. J. Whitmore, a Canadian member of the Commission, stated that the new order had effectively spiked any possibility of an international race into the high seas of the North Pacific for Fraser River Sockeyes.

"There are more than sufficient boats, gear and opportunity within our territorial waters to take all the Sockeyes that may be permitted safely to be caught," added Mr. Whitmore.

"The Sockeye all come into our inshore waters en route to the river and it is there, in the inshore waters, where fishing control measures may be readily applied as may be necessary. Why promote a race out towards the middle of the Pacific, making regulation more difficult, and adding to catching and production costs, to say nothing of the fishing hazards?"

The order takes effect July 1 and continues until the end of the Sockeye season. It applies, in its present form, only to the present year.

The Commission believes its authority to make such an order is unquestioned, inasmuch as its regulatory sphere extends westward into the Pacific without limitation between the 48th and 49th parallels. As for enforcement, Commission members are not concerned, either since there is ample enabling legislation covering protective service in the United States, and similar legislation will be sought in Canada at the present session of the House of Commons at Ottawa. Even without the latter, Canadian patrols would enforce the new order within the

three-mile limit off Canadian territory and beyond that pending the new Canadian enactment the United States agencies would have authority to deal with Canadian as well as American fishermen violating the regulation. Their authority to deal with nationals other than Canadians is less certain since only Canada and the United States are signatory to the treaty.

Encroachment Peril Recognized

In issuing the new order, the Commission was not unmindful of the future possibilities of encroachment on the Sockeye by fishermen of foreign nations, should Canadian and American fishermen be permitted to develop their offshore Sockeye fishing technique and operations without let or hindrance. Success of unrestricted offshore fishing by Canadians and Americans would obviously be a challenge to foreign nationals to venture into that region, said a Commission spokesman.

Even under the new restrictions there is nothing to prevent offshore fishing for Sockeyes north of the 49th parallel, which passes across Vancouver Island a few miles north of Amphritite Point, although there is some question whether Sockeyes could be caught there in worthwhile numbers. It is a fact that offshore catches of Sockeye beyond the new Bonilla Point-Tatoosh Island line have in the past been negligible. In recent seasons, however, some fairly larges catches have been made in the westerly reaches of the Strait of Juan de Fuca, and these catches have stimulated interest in the possibilities on the high seas.

Senator Thomas Reid of New Westminster, chairman of the commission, has been particularly apprehensive regarding this development, not only from the standpoint of orderly protection of the Sockeye but because of the threat to thousands of gillnetters whose main livelihood in the past has been the annual harvest of salmon in inside waters.

Last year, the senator points out, seiners operating in the Strait of Juan de Fuca were responsible for a catch of half a million Sockeyes, and these fish naturally applied on the total quota allotted to all fishermen by the Commission's regulations. He also classes as a danger the inroads on the Sockeye run which might be made on the high seas through the operation of large, well-equipped seiners with modern detection and other instruments.

Alvin Anderson, director of fisheries for the state of Washington and secretary of the Commission, saw a danger of Japanese and Russian floating canneries operating offshore on Sockeyes should Americans and Canadians fail to set an example by showing their readiness to protect the run offshore as well as inshore. The operation of Japanese factory vessels in Bristol Bay in pre-war days has not been forgotten.

Season Opens July 31

The Commission concerned itself at its Vancouver session with other matters besides regulation of offshore fishing. The opening date for all United States and Canadian waters was set at 8 a.m. July 31. In 1946, the previous cycle year, the opening date in United States waters was July 25 (though actual fishing did not start until July 31) and in Canadian waters August 8. The simultaneous opening was considered necessary because of increasing intensity of fishing in American waters.

Actually, the catches in July of Sockeye have been relatively small in the past. In 1938, in United States waters, the July catch was only 2.9% of the total in 1942, 4.5% and in 1946, 1%. In 1938, the catch in Canadian waters was 6.7%; in 1942, 3.1%, and in 1946 the area was closed in July to Canadian fishermen.

Special Protection Sought For Quesnel Run

The principal reason for restrictions on July fishing this year is to give free access of the Stuart Lake and the Quesnel River runs to the spawning grounds. Both these runs are gradually being rebuilt and, especially in the case of the Quesnel River run, the Commission is anxious that the progeny of the last run be given every possible encouragement since the original stock, according to the Commission's biological count, was only 98 fish.

No closing date was decided upon since this will depend on the size of the run and the needs for dividing the catch between American and Canadian fishermen. The run is usually over in American waters during the first week in September, dropping off about August 28 except in the vicinity of Point Roberts.

The weekend closed season in District No. 1, including the Fraser River, was set at 72 hours, the same as last year. One additional restriction was added which calls for a 96-hour closure beginning September 15 to allow an escapement of Adams River fish at a biologically desirable time. A second closed period was added, beginning September 22, to be extended if necessary to obtain adequate total escapement. It was indicated that the second weekly restriction would be modified in accordance with the escapement requirements, but would stand for the present.

Weekly Closure in Strait Being Studied

A similar weekly closure for Puget Sound and Canadian waters in the Strait of Juan de Fuca is still under consideration by the Commission. No action was taken at the Vancouver meeting since fishing intensity in these United States and Canadian waters cannot be accurately determined at this time. The Commission will make further studies of the expected fleet in United States waters, and of the recommendations of the United States advisory committee for a split weekly closed season in Puget Sound, and will make a final decision July 21, when a meeting is scheduled at Bellingham.

The split weekly closing has been suggested in view of the usual three-day peak in the Adams River run. A two-day closing determined early in the season might interrupt American fishing operations during that brief peak and thus prevent the Americans from getting their fair share of the catch. The possibility of overloading the canneries during the peak is another factor to be considered.

From the standpoint of the Commission, however, inauguration of the split weekly closed season would entail considerable statistical work, as the tables being used do not take the proposed change into account.

All members of the Commission, with the exception of A. M. Day of Washington, D. C., attended the Vancouver sessions — Chairman Reid, Mr. Whitmore and Olaf Hanson, representing Canada, and E. W. Allen of Seattle and Mr. Anderson representing the United States.

"Inflexible" Deadlines Come in for Criticism

Representatives of the packers and fishermen were heard by the Commission. Their chief recom-

mendations were with respect to the season's closing and the 72-hour weekly closure. They were based on the assumption that, regardless of man-made laws, it is still pretty hard to calculate the thinking processes of the Sockeye salmon.

"You know that the deadline for taking Sockeye on the Fraser is September 15," said Peter Jenewein, speaking for Fraser River gillnetters. "Our American friends know it. We fishermen here know it. But do the Sockeyes know it?"

Jenewein's query summarized the feelings of his associates, who contended that the closing date should be left open for a while—a suggestion in which the Commission, after some discussion, concurred.

Ritchie Nelson, head of Nelson Brothers Fisheries, Vancouver, led criticism against the "inflexibility" of the proposed deadlines for Fraser River fishing. "Suppose the fish stay out in the Gulf until October 1," said Nelson. "After all, we know that the Sockeyes like to school up at the mouth of the Fraser for as long as two weeks before they head upward into the river. If they wait until after September 15, then when the Commission declares the reopening in October we will get nothing but junk. To canners, this is serious. We have to consider quality."

Chairman Reid wondered whether some of the speakers were not overlooking the long-range objectives of the Commission whose accomplishment might naturally cause temporary dislocation and inconvenience to a few fishermen and packers.

Americans Want Weekly Closure to be Divided

John Planich, representing Puget Sound interests, asked that the Commission abolish the present Friday to Sunday layoff and substitute two 31-hour closures. This would mean a halt in fishing from 9 p.m. Tuesday to 4 a.m. Thursday and the same interval from Friday to Sunday. This suggestion was endorsed by Nick Mladinich, representing American purse seiners, who pointed out that in the cycle year of 1942 the entire peak of the run went through in 72 hours. He said that if Canadian fishermen missed the peak during the three-day layoff the loss would not be irreparable because they could still catch the Sockeyes on the river if they missed them in the Gulf. But for the Americans there was no second chance.

Tuna Overcoming Slow Start With Fast Pace

San Diego's tuna clipper fleet flumed 2,968 tons into its six contract canneries during January, against 4,325 tons for the opening month of last year. The breakdown was: Yellowfin, 2,020 tons; Skipjack, 952 tons; 14 tons bonito and yellowtail. The port produced 133,-859 cases against 174,732 cases last year.

Los Angeles harbor received 1,358 tons in January, against 1,854 tons last year. The district processed 58,513 cases compared to 70,493 cases in '49. Thus, Southern California finished its initial month of 1950 nearly 2,000 tons behind last year.

February Yield Grows

However the picture changed in February when, by the middle of the month both receiving districts were practically level with the entire month of February, 1949, and it was estimated that when the normal first cycle of 1950 was completed sometime late in April, the combined clipper and purse seine fleet would have delivered enough to put the industry 200,000 cases ahead of Southern California's total to the end of last April of around 1,100,000 cases.

The industry did not regard this as bad news. The optimism expressed at the National Canners' convention about 1950 being a good year generally for canned foods, was to some extent reflected along the waterfronts of Southern California.

Slow-Up Not Effective

From the fishermen's viewpoint, they at least had the go-ahead signal to deliver tuna, although just how long the green light would be up was anyone's guess. Their raw-price scale of $310 for basic Yellowfin was still intact—although not entirely airtight, according to rumors on both waterfronts—and, despite union efforts to obtain lay-ups for all arriving clippers to assure steady employment for members throughout the year, vessels and crews were beginning second trips, or initial cruises for the year, provided the original 60-day tie-up had been observed.

In January 78 clippers sailed from San Diego and 24 arrived. By February 15 another 22 had come into port, and a number more expected during the balance of the month. Clippers sailed from Los Angeles-Long Beach harbors; so did seiners, the latter rather slowly because of the closing of the sardine season.

Bluefin Shows Early

The Bluefin prospects were better than last year. By February 10 a total of 530 tons had arrived, which was one-third of all Bluefin landed in 1950. This fish was netted at Guadalupe Island, Mex., off Lower California. Seiners cruising farther down the coast were finding Yellowfin, but having difficulty in wrapping fish due to wildness.

The "bait boats" at the far-southern banks were encountering miserable fishing and conditions. Returning skippers reported continuous foggy weather at the Galapagos Islands, with catches poor. Bait supply situation was aggravated by the refusal of Panama to open its grounds as promised January 15.

Sales Show Zest

By the packers' standpoint the situation showed fair promise. January sales of canned tuna were far better—one broker estimated nearly double of last January—and prices were firming slightly. The carryover from last year was being rapidly sold; Albacore, except that held by packers for normal distribution until the new crop is ready, was reported exhausted.

Average wholesale prices being quoted were: Light Meat, solid, advertised, $14.75 to $15.25; private label, $13.00 to $13.50. Chunks and Flakes, advertised, $12.50 to $13.50; private label, $11.00 to $11.75.

E. C. WEBBER, of the McGovern & McGovern canned fish sales organization, who has been for some years at San Francisco in charge of the Monitor Fisheries operations, is preparing to make his permanent residence in Seattle, where he recently purchased a home in the Magnolia district. He has resumed his former duties in the traffic and accounting departments at McGovern headquarters, but will continue to supervise the *Monitor* operation from the Seattle office. How the *Monitor's* work will be handled, Mr. Webber says, cannot be known until the year's sardine program for the coming season is announced by California state officials.

Big Pack, Plus Restriction of Export Outlets, Poses Market Problem for Sardine Industry

What to do with an estimated 1,000,000 cases of California sardines was a $64 question for packers in Southern California as the packing season closed. The gross pack was second highest in history.

Wholesale canned prices weren't the answer for disposal of a somewhat heavy carryover, said brokers. Prices had recovered somewhat from the October slump that saw talls natural offered as low as $3. Quotations in February were quoted as—talls, $4; ovals, $6, with a general expectation prices would go higher.

With 1949-50 reduction permits lowest in many years, operators had to protect their scant 743-ton straight reduction by making sardines yield far more than the legal minimum of 13½ cases.

An illustration of this is the all-time season of 1941-42 which produced for California 583,463 tons with a gross pack of 5,155,114 cases whereas the 1949-50 season saw 317,000 tons brailed and 4,500,000 cases packed.

Disposal of this tremendous production posed a merchandising problem for all packers. With Monterey's traditional export market largely blocked, northern packers, with a two-months' advantage, naturally turned to the domestic selling and, by the time Southern California was offering new packs, sardines were getting hard to sell.

Export Market Slender

Most of the trouble lay in the restricted foreign fields, particularly the Philippines, always considered good for at least 1,000,000 cases annually. England was apparently out of the market, unless another British buying commission, armed with ECA funds, comes in, as one did last year and cleaned out practically all canned sardine stocks in packers' hands.

Difficulty of obtaining U.S. dollars to buy our canned fish was universal. Belgium had been a fairly consistent buyer, purchasing around 100,000 cases. Egypt had purchased an estimated 20,000 to 30,000 cases. The Orient was almost shut off; some canned sardines did move to Singapore via Hongkong. Central and South America were fair but, without the lucrative Philippine distribution, sardine packers were stumped to get rid of their surplus in the only market left, the domestic.

Specifications Prove Difficult

The Indonesian government invited bids February 12 for delivery of 600 metric tons—around 25,000 cases—but specified herring in tomato sauce, of which none was believed available on the Pacific coast with the possible exception of Canada.

Moreover, on this invitation, it was specified packers or sellers must guarantee quality for eight months'. This was a tough one no packer wanted to face unless, of course, he personally accompanied the shipment to see it didn't stand indefinitely in a hot sun or be subjected to torrential rains.

Philippine Situation Perplexing

It was the Philippine situation that worried packers most. As of January shipping possibilities were nil, unless there were unfilled orders prior to December 1. Before that date it was announced imports of canned fish would be restricted to 50 % of the dollar value of all fish import in 1948.

However, after that the situation changed again, this time in favor of "ceiling," which meant the tonnage ceiling of 1948. This had a rider to it, though, restricting imports beyond a certain percentage of dollar exchange, which confused the issue no end. Moreover, within 30 days a Philippine congressional investigation was begun over alleged irregularities within the new import control board, which was set up to issue import licenses.

There was considerable difference of opinion as to what, when the situation cleared, California packers might anticipate as to the total export from this country of canned sardines to the Philippines in 1950. The general feeling was around 500,000 cases, about 50% of normal. Customarily ovals were the big seller, but today, price-conscious natives are buying more talls natural.

Sellers' Market Comment

Among interesting comment of California sales agents heard by PF following the N.C.A. convention, were:

S. E. Burkenroad, Salesmanager, canned foods division of Parrott & Co., San Francisco: "I talked to many buyers back at the convention who feel that with the Philippine Islands on the doubtful side as to sardine requirements, we must look to the domestic market for any volume.

"The majority of buyers are very reticent in their committments, not only on sardines but on all food items, because of the downward trend. In discussing the situation with the majority of sardine packers, their greatest optimism springs from the thought that a big movement might take place, but from what source they are not too sure. There are many potentialities, as for example government agencies, either here or abroad; or there might be some change in the policy of the Filipino government. Only the future can tell.

"Right now it looks as though the only sales for domestic consumption must carry a liberal price guarantee, with the result that many packers have resorted to consignments in order that stocks may be held at the point of consumption."

A. L. Desmond, general sales manager, F. E. Booth Co., Inc., San Francisco: "This year looks like a good one for domestic sales, since the price of ovals is now at a level where sardines can be offered to the consumer at a reasonable retail price. In other words, the 1-lb. oval California sardine again offers the best food value in a 1-lb. can of fish.

"The 1-lb. oval market is firm, and heavy demand for California sardines will soon exhaust the inventory of Northern California packers. They will, in my opinion, be sold out before the beginning of the next sardine packing season."

L. E. Collins, sales manager, Oxnard Canners, Inc., and partner, Monterey Sales Co., San Francisco: "If the export market comes in, I doubt if there will be enough California sardines left to last until August.

"I figure that the market will strengthen. At the Atlantic City Convention people looked for business in 1950 to be good, but on a hand to mouth basis, as it has been for the past several years. Wholesalers are buying for two, three, four weeks ahead, just for their immediate needs."

WICKWIRE ROPE

A PRODUCT OF CF&I

Ask any user . . . you'll find them everywhere

In scores of industries, users of Wickwire Rope have developed an affectionate respect for its performance, safety and long life. And, for true economy, they use Wickwire's WISSCOLAY® Preformed. It lasts longer — is easier to cut, splice and install. It's kink-resistant and safer to handle. Wickwire Distributors and Rope Engineers, in key cities everywhere, are prepared to render prompt service in meeting your wire rope needs. Wickwire Rope Sales Office and Plant — Palmer, Mass.

IN THE EAST—Wickwire Spencer Steel Div. of C. F. &I.
500 Fifth Ave., New York 18, N. Y.
IN THE ROCKIES—The Colorado Fuel and Iron Corp.
Continental Oil Bldg., Denver, Colo.
ON THE WEST COAST—The California Wire Cloth Corp.
1080—19th Ave., Oakland 6, Cal.

LOGGING

TRANSPORTATION

MINING

PETROLEUM

MANUFACTURING

MARINE

CONSTRUCTION

A. E. Brotman

1949 Per Capita Fish Consumption Holds Close to 11.1 Lbs. Set in 1948

United States per capita consumption of fish in 1949 was approximately the same as the 11.1 pounds consumed in 1948.

This determination was made by E. A. Power, chief of the statistical section of the F.A.W.S. Division of Commercial Fisheries, on the basis of preliminary data. Final figures, he thinks, may show a possible slight decline.

In discussing the data, Mr. Power writes:

"As a result of the increase in the catch of fishery products, more domestically-caught fish were available for consumption than in the previous year. However, exports of edible fishery commodities were somewhat larger than in 1948, while imports showed a small decline. In addition, if stocks of canned fish increased appreciably during the year, as there is reason to believe, it appears that the 1949 consumption declined slightly below that of the previous year."

Exports Rise Sharply

Exports of edible fishery products during the first 11 months of 1949 amounted to 127,000,000 lbs., compared with 83,391,000 lbs. during the same period in 1948. The increase in exports resulted from large shipments of salmon and pilchards to the United Kingdom, and pilchards to the Philippine Islands. Imports of fishery products into the United States during the first 11 months of 1949 totaled 428,000,000 lbs., compared with 435,000,000 lbs. during the same period in 1948. Imports of cod, haddock, hake, pollock, cusk, and rosefish fillets during 1949 amounted to 47,190,000 lbs., compared with 53,728,000 lbs. the previous year.

Canned Pack Jumps

Preliminary data indicate that the 1949 pack of canned fish was somewhat larger than in the previous year. It is probable that the pack amounted to about 850,000,000 lbs., compared with 782,000,000 lbs. in the previous year. The production of canned salmon was about 550,000 cases greater than in the previous year. In California, where pilchards were canned in much greater volume than in 1948, the pack amounted to about 3,875,000 cases—1,200,000 cases above the previous year's production. The pack of tuna in 1949 again was over 7,000,000 cases and it is believed a new record was established.

California Ports Lead

San Pedro and San Diego took top honors in the 1949 All-America Fishing Port Derby—San Pedro winning first prize for greatest tonnage, and San Diego taking top honors for top money.

With 540,000,000 lbs. landed, San Pedro deliveries were easily first in volume in the entire country.

San Diego, with deliveries valued at $31,000,000, ranked first among the money ports. The Harbor of the Sun landings in point of tonnage—210,000,000 lbs.—were less than half those of San Pedro.

Monterey, with 285,000,000 lbs., narrowly nosed-out Gloucester, Mass., for second place. San Diego was fourth in volume.

The menhaden ports, which in the past few years have been crowding the traditional leaders, were outside the 1949 money, with a reduced total catch more widely spread among landing points.

Menhaden, with 975 million pounds taken was the heaviest producing species, with California's reviving sardine industry second with 600 million. Salmon, with close to 500 million, was third and tuna fourth with 324 million in California alone. Rosefish took fifth place with 240 million.

DRASTIC CLOSURE CLAMPED ON WASHINGTON RAZOR CLAMMING

Because of a drastic decline in the older age classes of razor clams on Washington state ocean beaches, regulations reducing both commercial and recreational take will be imposed this year, Fisheries Director Alvin Anderson announced in February.

Two beaches, Grayland and Long Beach, will be closed entirely to commercial digging. Quota on the third major producer, Copalis, will be 225,000 pounds, compared with 450,000 in 1949. The commercial season will open March 1.

The personal use possession limit will be cut in half, from 24 clams to 12. The recreational season will extend from May 1 to September 30 at Grayland and Long Beach, and from March 1 through September 30 at Copalis.

Reason for the curtailment is the sharp downward trend in mature clam stocks. The condition is so serious that the existence of the razor clam industry itself is threatened, Mr. Anderson explained. "Stricter management is the only solution," he said.

Since the war, the age classes from three years through six years and older have been depleted by overdigging, he explains. The size of the clams taken for personal use declined from an average length of 4.7" in 1947 to 3.4" in 1949. In 1946 it took 3.6 clams to equal 1 lb. overall weight in the commercial fishery, and in 1949 the average had increased to 5.5 clams. The average size of clams taken by commercial diggers in the same period decreased from 5.3" in length to 4.4". This occurred despite the 3½" limit on commercially caught clams. There is no size restriction on recreational take.

Russian Canned Crab Arrives at Seattle

A shipment of Russian canned crab, reported at 500 tons, was discharged at the Seattle foreign trade zone early in February, reportedly for the account of a Los Angeles importer.

The parcel was carried by the motorship *Island Mail*, which lifted it at Nakhodka, Siberia. It was reported to contain 15,000 cases, which would make it evident that they were cases of 8 doz. cans.

TUNA HAUL REACHES PORT 8 HOURS EARLIER

DOMINICK MISETICH . . . *captain and half owner of the* ANTHONY M . . . *reports that* SPERRY MAGNETIC COMPASS PILOT "*handles the boat very nicely in all types of sea. On the return voyage of 11 days and 17 hours, fully 8 hours of cruising time were saved with 9¾ knot speed being maintained at 10 less r.p.m. Improved crew morale.*"

Sperry Automatic Steering cuts down Purse Seiner's cruising time . . . eases strain of handling difficult steering boat in all seas

The *Anthony M*, first large purse seiner to fish tuna with nets . . . was known along the waterfront as a boat difficult to steer. With the installation of the Sperry Magnetic Compass Pilot, however, the boat handled so nicely that Captain DOMINICK MISETICH was able to save 8 hours in less than 12 days.

Three to ten weeks usually elapse before the big seiner fills its 150- to 200-ton quota and heads for port. Every reduction in this time naturally means a corresponding gain in operating economy and profit.

The Magnetic Compass Pilot saves time *consistently* . . . *to and from* the fishing grounds. And from the time the school is sighted until the seine is pursed, the instrument holds the boat on any prescribed course *automatically*.

The remote control device permits the skipper to navigate from any part of the boat, thus permitting him to observe and supervise all duties connected with the fishing operation.

SPERRY GYROSCOPE COMPANY

DIVISION OF THE SPERRY CORPORATION • GREAT NECK, NEW YORK

NEW YORK • CLEVELAND • NEW ORLEANS • LOS ANGELES • SAN FRANCISCO • SEATTLE

WHAT TO DO WITH FISHERIES?

Feature of the Fishery Products Conference at the National Canners Association convention in Atlantic City was a forum discussion of the subject: "Should the Hoover Commission's Fishery Recommendations Be Adopted?"

Four distinct viewpoints were presented:

1. That of the commercial fishing industry, by Donald P. Loker of the French Sardine Co., and chairman of the N.C.A. Fishery Products Committee. Mr. Loker relinquished the chair at the conference to Congressman Clark W. Thompson and came down on the floor to debate the question.)

2. That of the bureaucrat, by A. M. Day, director of the Fish and Wildlife Service;

3. That of the organized sportsmen, by Robert O. Beatty, conservation director of the Isaak Walton League;

4. That of the professional conservationist, by C. R. Gutermuth, vice president, Wildlife Management Institute.

In the interest of full fairness, and also in order that the fisheries industries may understand the arguments being brought against the Hoover Commission recommendations as well as those in favor of their adoption, we are publishing condensations of all of these discussions, using the speakers' exact words just as much as possible.

Where interpretative or editorial comment is introduced in our condensation, it is plainly indicated as such.

Day Defends Status Quo on Basis of Money-Raising

Defending the *status quo* which keeps America's Fisheries in an uneasy union with Wildlife in the Department of the Interior, Director A. M. Day of the Fish and Wildlife Service attacked the Pacific Fisheries Conference sharply before the Fisheries Products Conference of the National Canners Association at Atlantic City in January.

The Pacific Fisheries Conference drew Mr. Day's fire by its resolution, adopted in the fall of 1949, in which it said that consolidation of Fisheries and Wildlife in the Department of the Interior "has been demonstrated as unsound, illogical and ineffective, and has not served to further the sound, efficient administration of fisheries."

Mr. Day declared:

"I challenge that statement as incorrect and I call upon the drafters of the resolution to furnish proof of their assertions."

Mr. Day's defense of the Service he heads is based almost exclusively upon figures showing the increase in the amount of money it has been able to secure from Congress. This increase in cost he makes the measure of accomplishment, and then concluded his argument with these words:

"I shall close by inviting the members of the Resolutions Committee of the Pacific Fisheries Conference, or anyone else for that matter, who believes that the 'consolidation by executive order of the former Bureau of Fisheries and the former Bureau of Biological Survey into one bureau in the Department of the Interior, called the Fish and Wildlife Service, has been demonstrated as unsound, illogical and ineffective' to take a little more careful look at the record . . . Remember the appropriation figures I gave you—$2,421,075 in 1940 as compared with $10,875,251 in 1949, and approximately $12,000,000 which President Truman has recommended to the Congress for next fiscal year."

(Editorial Comment — It would seem that Mr. Day has missed one of the principal points in the Hoover Commission recommendations—namely, the saving of money. Mr. Day offers in defense of his Service against the charge of the Pacific Fisheries Conference only the effectiveness of the Service as a money-raiser and appropriation-getter.)

NATURAL RESOURCES CABINET POST FAVORED BY LEAGUERS

A Department of Natural Resources, as proposed by a minority of the Hoover Commission, is dear to the heart of sportsmen's and professional conservationists' organization, two spokesmen indicated in the discussion before the Fishery Products Conference at the National Canners Association convention.

They are quite willing — even anxious — to take Fisheries and Wildlife away from Interior;

But they are not at all keen about separating Fisheries from Wildlife anywhere.

Robert O. Beatty, conservation director of the Isaak Walton League, said:

"We would support legislation for a Department of Natural Resources regardless of whether Fisheries and Wildlife were separated . . . It has not yet been demonstrated conclusively to us that a split between

Fishery and Wildlife functions is either necessary or desirable . . .

"Some better set-up for administration of commercial and sport fisheries is needed, we agree . . .

"The Department of Natural Resources transcends in importance the question of whether fisheries and terrestrial Wildlife should be managed together or separately."

Professional Conservationist Opposes Fisheries Independence

A loud voice against separation of Fisheries from Wildlife, and particularly against placing fisheries under the Department of Commerce, was raised by C. R. Gutermuth, vice president of the Wildlife Management Institute, which is headed by Dr. Ira N. Gabrielson, one-time director of the Fish and Wildlife Service.

Mr. Gutermuth said in part: "The one inconsistency that stands out in a review of the Hoover commission's recommendations is the one which would divide the Fish and Wildlife Service into two units, a Fisheries Service and a Wildlife Service . . . It would be a serious mistake to follow this suggestion . . . I can find no logic in the recommendation . . . Division of the Fish and Wildlife Service into two units is unsound."

Even stronger language is used by Mr. Gutermuth in his attack on the proposal to place Fisheries under the Department of Commerce. He said: "The proposal to put the commercial fisheries division by itself in the Department of Commerce borders on the ridiculous."

(Editor's Note—Here Mr. Gutermuth participates in the sophistry of those who profess to see in the recommendation for transfer of "commercial fisheries" a proposal actually to transfer only the administrative portion of the Fish and Wildlife Service known as the "Division of Commercial Fisheries," with A. W. Anderson as chief. Such an interpretation of the Commission's choice of words cannot be classed as intelligent.)

Mr. Gutermuth wound-up his discussion by saying: "The proposal for establishment of a Department of Natural Resources comes nearer to meeting the requirements of a sound, nation-wide conservation program. We certainly should not separate the Fish and Wildlife Service."

Separate Service, Wise Conservation, Fishery Aim

Speaking out for the fishing industry at the National Canners Association forum on the Hoover Commission's recommendation with respect to fisheries, Donald P. Loker of the French Sardine Co. contended for acceptance of the basic recommendation of the Commission.

Mr. Loker brought the themes of his trenchant talk together in a resounding conclusion in which he said:

"We in the commercial fisheries think the transfer of fisheries to the Department of Commerce, where it functioned so well for so many years during the growth of our fisheries would be the soundest move, but we are not at all adamant on this point . . .

"Where we are adamant is that the basic recommendation of the Hoover Commission be followed; that is, to split Fish from Wildlife, so that we can once again have sufficient management for both of these valuable natural resources . . .

"We must have a fisheries service administered by men who know fisheries; . . . a service that has a sympathetic interest in fisheries . . .

"We must have a fisheries service that will know fish, think fish and dream fish; a service which will represent our industry at high level in the federal government, and which we can proudly support. A service, finally, which will lead us to the full utilization and proper conservation of the fishery resources of the seas."

Mr. Loker backed his position by showing dominance of men from the Wildlife branch in the administrative offices of the Fish and Wildlife Service.

He disposed of the argument that the combined service has secured increased appropriations by pointing to the enormously increased costs, and said:

"The correct scale to use, from the standpoint of conservation, business, or just plain common sense, is: What has been accomplished?

"Very frankly, not enough."

Mr. Loker punched-out two prime points in plain words:

"The commercial fishing industry, as well as the sportsmen, is intensely concerned with the conservation of resources, . . . for fish are the necessary raw material of our business.

"Our interest in conservation is . . . absolutely essential, for if the fishery resources decrease our business becomes uneconomic, and we go broke. We conserve properly, or we die."

The second point had to do with utilization, and in making it Mr. Loker said:

"I want to drive home as hard as I can that waste from under-utilization is just as dangerous as waste from over-utilization; and that more food is being wasted in the sea each year from under-harvesting than is being taken from the sea. That is our problem, too."

POFI Will Consult Industry on Program

Consultation with the industry committee prior to crystallizing the Pacific Oceanic Fisheries Investigation technological program was again pledged by Milton James, assistant director, United States Fish and Wildlife Service, while on the Pacific Coast a few weeks ago.

The industry committee, as appointed by Richard Croker, chief of the California Bureau of Marine Fisheries, while he was chairman of the Pacific Marine Fisheries Commission, includes:

T. F. Sandoz, Columbia River Packers Association; Wade Ambrose, Westgate-Sun Harbor Co.; Donald Saxby, California Packing Corporation; James Waugh, Cannery Workers Union of the Pacific, A.F. of L.; Henry Niemela, Columbia River Fishermen's Protective Union, C.I.O.; Harold Cary, American Tunaboat Association; Dr. Robert Miller, California Academy of Sciences, and an eighth member who will represent the tuna seiners.

Hawaiian representation on the committee includes: Alan S. Davis, Hawaiian Tuna Packers, Ltd.; W. A. Kanakanui, Honolulu Tuna Boat Owners Association; and Vernon E. Brock, executive officer, Hawaiian division of fish and game.

THE NET THAT LANDS BIG CATCHES

For more than a hundred years men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is the kind to buy —it's got what it takes!"

GOLD MEDAL
The greatest name in netting

GOLD MEDAL NETTING
means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

Gold Medal Netting

Makers of Fine Netting for 108 Years

THE LINEN THREAD CO. INC., 116 New Montgomery St., San Francisco 5, Calif.

(Successors to American Net and Twine Company)

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Cincotta Bros., San Francisco and Monterey • Marine Hardware Co., San Pedro and Terminal Island • Nuttal-Styris Co., San Diego • Cia Exportada del Sur, S. A., Guaymas, Sonora, Mexico.

Canadian Representative: Western Leckie Limited, Vancouver, B. C.

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T Coy Linen Gill Netting—Gold Medal Sea Island Cotton Gill Netting—Barbour's Nylon Netting—Plymouth Rope—A complete Line of Netting Accessories.

Canned Fish Hand-I-Book Hailed

Warm approval of *Pacific Fisherman's Canned Fish Hand-i-Book,* prepared as a feature of the *1950 Yearbook,* greeted appearance of the background booklet at the January conventions of the National Food Brokers Association and the National Canners Association.

The accompanying letter, written by Harald Synnestvedt, president of the New England Fish Co., is indicative of the reception with which the Hand-i-book was received by producers and distributors.

Mr. Synnestvedt is president of the National Fisheries Institute.

Pacific Fisherman's Canned Fish Hand-i-Book was prepared as a section and feature of the *1950 Yearbook* with a view to providing in convenient form a mass of background information regarding canned fish for utilization by the canned fish distributive trade.

Its purpose is to assist in the wider and readier distribution of canned fish through making such information immediately available in conjunction with the fundamental statistics of packs and production which the *Yearbook* has furnished for a period of 48 years.

Approving comment — and there has been no other—stresses the *Hand-i-Book's* coverage of *all* the principal canned fish items; its compact, but authoritative treatment; and particularly its precise timing.

This matter of timing was touched by Mr. Synnestvedt in his letter when he spoke of the *Hand-i-Book* as "Something the industry badly needs, just at the time when they need it most."

CABLE ADDRESS "NEWENGFISH" ALL CODES
PRODUCERS AND DISTRIBUTORS OF CANNED SALMON FRESH FISH FROZEN FISH MILD CURED SALMON
FAMOUS BRANDS INCLUDE PINK BEAUTY BELLEANNA

ESTABLISHED 1868

NEW ENGLAND FISH CO.

HEAD OFFICE SEATTLE, WASH., U.S.A.
ASTORIA, ORE. BOSTON, MASS. CHICAGO, ILL. EUREKA, CALIF. EVERETT, WASH. KALAMA, WASH. KETCHIKAN, ALASKA NEW YORK CITY, N.Y. PORTLAND, ME. PRINCE RUPERT, CANADA VANCOUVER, CANADA

ICE AND COLD STORAGE PLANTS
BOSTON, MASS., KETCHIKAN, ALASKA, VANCOUVER AND BUTEDALE, CANADA, ASTORIA, ORE., KALAMA AND EVERETT, WASH.

1828 Exchange Bldg.
SEATTLE 4
WASHINGTON

January 20, 1950

Mr. Miller Freeman, President
Miller-Freeman Publications
71 Columbia Street
Seattle 4, Washington

Dear Mr. Freeman:

I have just had the pleasure of reading through the new "PACIFIC FISHERMAN's CANNED FISH HAND-I-BOOK".

This thing is so well done, and it comes at a time when the information it contains is so badly needed by everyone, that nothing could be more welcome.

Please accept my hearty congratulations for the type of leadership that produces for the Industry something the Industry badly needs, just at the time they need it the most.

For quite some time we have been receiving hundreds of requests from customers, distributors, technical schools, professors, teachers, etc. for something in the way of official data on canned fish.

This booklet, which I understand will be incorporated in your Annual, is so clear cut, so concise, and above all so truthful and accurate that I lack the words to express my appreciation in the proper manner to you for the splendid work which you and your organization have produced. We have just ordered 600 copies to distribute to our own brokers and customers.

Sincerely yours,

NEW ENGLAND FISH COMPANY

By: H. Synnestvedt
President

NEFCO Fishery PRODUCTS

H.Synnestvedt:es

ALL AGREEMENTS AND CONTRACTS ARE CONTINGENT UPON FIRE, STRIKES, ACCIDENTS AND ALL OTHER CONDITIONS BEYOND OUR CONTROL. ALL CONTRACTS ARE SUBJECT TO APPROVAL BY AN OFFICER OF THE COMPANY. UNLESS OTHERWISE SPECIFIED ALL PRICES ARE F.O.B. SHIPPING POINT. WE RESERVE THE RIGHT TO CORRECT STENOGRAPHIC ERRORS.

Distributors Ask Second Printing

Although *Pacific Fisherman's Canned Fish Hand-i-book* was conceived as a supplement to the 1950 YEARBOOK, many fishery operators and distributors asked that it be made available as a separate booklet for distribution in the canned fish merchandising trade.

Demand for the *Hand-i-Book* greatly exceeded orders and anticipation. As result, the entire initial edition was quickly exhausted.

Many distributors have asked us to undertake a second printing, and have placed orders for further copies. The second printing will be undertaken if the quantity of booklets ordered in advance justifies.

No order can be accepted after April 15.

Definite information as to price of the second printing cannot be given until the approximate quantity is known.

Pink and Chum Salmon Prices Drop Sharply

A $1.25-per-case price reduction on Pink talls, from $16.00 to $14.75, and on Chums from $15.00 to $14.00, coming Feb. 6-7, was a severe jolt to salmon canners and distributors—especially as the general impression left after the N.C.A. convention had been one of fair stability in these items.

The cut, first announced by Deming & Gould Co., representing Pacific American Fisheries—largest salmon producer of the 1949 season—was immediately followed by practically all sellers, with "pale Pinks" offered in a good many quarters at $14.00.

The Pink market has evidently been affected by the exceptional variation in quality of the 1949 pack, because of which price differentials on this species have been unavoidable: the less desirable offerings, usually designated as "pale Pinks," having been commonly sold about on parity with Chums since early in the season. This has been a source of some confusion, being interpreted by many as an evidence of weakness, although Pinks of attractive quality have been pretty steadily held at the ruling quotations since early last fall.

Prices "Hit Bottom"

The new prices were widely regarded as temporary. The market appears definitely to have hit bottom, with every expectation that it will soon bounce back to something like the previous level. Some offerings of Chums, indeed, were withdrawn a few days after the drop, and more are being withdrawn.

These prices are undoubtedly below last year's cost of production for many packers, and are believed to be considerably below replacement cost for the 1950 season. It is thought likely that losses resulting from the decline will affect this year's scale of operations in Pink salmon districts.

A most painful phase of the matter to packers is that practically all sales have been made under 60-day guarantees on floor stocks. While December-January sales were not of very great volume, and jobbers' stocks at the end of that period were light, the necessity of making refunds is not only a heavy financial burden but involves a vast amount of clerical work in the sales offices.

Other Varieties Scarce

Except for Pink talls, the quantities of salmon still available are decidedly small. Halves of all species, including Pinks, have been going out steadily and are closely cleaned up. Alaska Red halves, selling at $16.00, seem to be entirely off the market, and what were believed to be the last holdings of Puget Sound Sockeyes were sold in January at $16.50 for halves, with some up to $17.00. There have been no fancy Columbia River Chinooks since November; "intermediate" grades are still offered at a wide range, from $15.00 to $17.50, but in very limited quantity.

Red talls have been sold out for some time, with buyers offering up to $27.00 without response. There has been some activity in Cohoes, and goods of really attractive quality were reported cleaned up some time ago at $22.00 for talls, $12.50 halves. Ordinary Medium Red talls at $21.00 are scarce and closely held, with few if any halves available at $12.00.

Chum halves, long offered at $9.00, are now hard to find, and Pink halves, held firmly at $10.00, are practically all gone. Chum talls have been moving slowly, with supplies adequate for current needs; but, with subnormal production, they will no doubt be exhausted long before new pack, and sellers are increasingly reluctant to accept business at the present low price.

Pinks Are Moving

The February decline came as a great surprise to the majority of sellers, who thought they were beginning to see evidence of a healthier situation. Through January and the N.C.A. convention period, Pink talls of desirable quality were firmly maintained by most responsible sellers at the $16.00 level, with Chums and "pale Pinks" at $15.00. Jobbers' stocks were very low and, as January closed, buyers were showing more interest: consigned stocks were moving out, and carload orders were increasing.

There was, however, considerable "sniping"—apparently a good deal more than was realized, though it was presumably on off-grade goods. There was, and still is, pressure to sell, though it is much less apparent since the decline.

No definite idea can be formed as to how many Pinks are still in first hands, but a little inquiry shows that, despite all reports of "hand-to-mouth" buying, a very substantial part of the output has been moved. Quite a number of packs are sold out, and many stocks, including some of the larger ones, have been reduced to relatively small proportions.

At the same time, consuming demand in general is said to be good, with some of the chain stores reporting an amazing increase over a year ago; and on the new price basis Pink salmon is one of the most economical protein foods the consumer can buy. Many thought the jobbing trade would be scared off by the sudden drop, but some prominent sellers, at least, declared the first reaction was a marked increase in sales, both from the Coast and from consigned stocks. Jobbers' stocks are known to be light, and their purchases, even to keep pace with consumption, will have to be substantial. It is accordingly felt that the heavy consuming season of next summer will find the first-hand market bare of everything but Pinks, and with no unwieldy quantity of that species.

P.A.F. Plans Floating Cannery-Freezer Operation

Stanley G. Tarrant, vice-president of Pacific American Fisheries, Inc., Bellingham, says work is progressing on equipment of the LST, which the company acquired a year or so ago, as a floating cannery and freezer, and it is expected that it will be ready for operation in Alaska this season, though definite operating plans are not yet announced.

The installation, as planned, will include one tall line of high-speed canning machinery, along with frozen storage for about 2,000,000 lbs. of fish and sharp-freezer facilities.

Mr. Tarrant says the unusually cold weather has delayed the company's program of winter work about three weeks. Pacific American's participation in this year's "concentration program" on Bristol Bay is outlined under another head, and definite operating plans for other districts have been held up pending announcement of the official fishing regulations.

Catch Insured

THERE are several ways a tuna catch can be turned from a profit into a loss. For instance: (a) through powered-equipment failure that means missing much of the catch; (b) through inadequate protection of the catch that means loss through spoilage.

But Skipper John Tasso doesn't intend to be caught with his chances down. His insurance is three big "Caterpillar" D13000 Diesel Electric Sets. They give him ample power — and *dependable* power — for all the auxiliary needs of his 138-foot tuna clipper *White Star* (out of San Diego). They drive three 30-hp. ice machines, two 30-hp. bait pumps, deck hoists, brine pumps, main-engine circulating pumps, gyro compass, and furnish current for all lights, radios and electrical appliances.

Whether it's catch-insurance or propulsion power you want, there are "Caterpillar" Diesels to fit your boat, in 10 sizes ranging up to 400 hp. continuous, with ruggedness to meet the sea's severest challenges, and with dependability that can be counted on during thousands of hours of work. What's more, there's an efficient dealer service within easy reach to keep an inspecting eye on your "Cat" Diesel and to make sure it is kept in tiptop shape.

USE THE COUPON for further information. SEE YOUR "CATERPILLAR" DEALER for a demonstration.

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill.

LOOK UNDER THE HIDE

Subject to thrust and shock, crankshafts must be rugged. "Caterpillar" crankshafts are superior quality steel forgings, accurately machined and balanced. Main bearings are on each side of crankpin journals. Large-radius fillets reduce stress concentrations while end thrust is absorbed on polished thrust surfaces. "Hi-Electro" hardened for maximum service life and Superfinished to within five-millionths of an inch of true surface smoothness, these crankshafts are tops in design and craftsmanship. Look under the hide for quality.

CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

Marine Engines

CATERPILLAR TRACTOR CO., Box PF-3, Peoria, Ill.

Send me booklet, "Your Fellow Skippers," and specification sheets on (check which):

- ☐ MARINE PROPULSION ENGINES
- ☐ MARINE AUXILIARY ENGINES
- ☐ MARINE ELECTRIC SETS

Name _____

Address _____

VEEDOL

The world's most famous motor oil

Better by Miles for Your Car

Because it's longer lasting—doesn't break down even under tough winter driving conditions—Veedol means more miles of better driving. Low pour-point Veedol, 10W and 20W, flows freely at the lowest temperatures. That means you get faster cold weather starting and warm-up, smoother engine performance, complete lubrication, and real winter protection for your car.

Veedol, famed as "The Aristocrat of Motor Oils," is made from 100% pure Pennsylvania base stocks. It is additive treated for extra premium quality. The Veedol film of protection means longer engine life. Veedol is available in SAE Grades 10 to 70.

Call your Associated Representative for expert help on any lubrication problem

TIDE WATER ASSOCIATED OIL COMPANY

JOHN N. COBB—Explorer

Many a fisherman felt his mouth water as he looked over the equipment on the U. S. Fish and Wildlife Service exploratory vessel *John N. Cobb* at her commissioning at Seattle Feb. 18; but his envy was softened by relief that he did not have to fish her *and make her pay.*

That's a fact which sticks out of the vessel. She is built to go anywhere, to carry a lot of men, and to fish with any kind of gear known (and perhaps some yet to be invented.) She is outfitted for filleting and freezing, for cooking crab and a variety of experimental work—yet all of it on a strictly pilot-plant, non-commercial scale.

John N. Cobb was designed by W. C. Nickum & Sons, Seattle naval architects, and built by Western Boat Building Co., Tacoma. She is of very heavy wood construction, 93′ in length, and powered with a 550-hp. Fairbanks-Morse diesel. Auxiliary power is furnished by twin General Motors diesel-generator sets.

Equipment Most Comprehensive

In her equipment for exploratory navigation, as well as for experimental fishing, *John N. Cobb* is most comprehensively furnished.

Steering is by means of a Sperry magnetic compass pilot, working through a Sperry steering stand and steering engine. The pilothouse is also equipped with a Sperry radar, and the chart room carries a Sperry loran set. This instrument is expected to prove particularly valuable in the vessel's exploratory and experimental fishing in Alaskan waters, inasmuch as it will provide instant and pin-point fixes on significant stations regardless of weather conditions.

The vessel carries a pair of echo-sounders, a 400-fathom Bendix depth recorder, and a 1,000-fathom Fathometer of the flashing type for visual work and deeper soundings.

Backing up the loran is a Northwest Instrument Co. radio direction-finder. The radiophone aboard is an Intervox.

Now as to fishing gear:

Many Fishing Methods

As she was commissioned, *John N. Cobb* carried a steel bait tank. (One of his first tasks next summer will be to trace the migrations of the Albacore in Alaskan waters.) Thus she is equipped for bait-fishing tuna.

Fixed to the forward end of the bait tank on either hand are sets of Kolstrand trolling gurdies, usable either for jigging Albacore, for trolling salmon, for deep-gear fishing for halibut or lingcod, or for deep-trolling for tuna on the high seas.

On the after quarters are a pair of steel stanchions carrying Rowe trawl blocks, permitting her to drag when trawling is indicated. The big combination trawl and purse winch installed behind the house is also a Rowe, as is the anchor winch. The trawl-purse winch's several drums are actuated by Fawick clutches.

All deck and fishing gear except the main winch is hydraulic-driven by Hydra-hoist motors actuated by a Vickers pump. The main winch, beside serving for trawling and seining, is fitted with a rubber split-sheave for hauling shark nets—or tuna gillnets, perhaps. It is driven by shaft, chain and sprocket from one of the auxiliary diesels, working through a Twin Disc torque converter.

The bait tank is fitted so that it can readily be removed from the vessel if it becomes desirable to rig her for seining.

The vessel carries her bow high, and has plenty of freeboard from the waist aft to give protection for her fishermen in foul weather and the sea-keeping capacities required

for offshore work in Alaskan waters.

Outfitted for Experimenting

Refrigeration is provided by three Baker compressors, and is delivered to brine wells, a small sharp freezer, and a fish hold capable of handling a few thousand pounds of fish for experimental work.

Skipper of the *John N. Cobb* is Capt. Sheldon W. Johnson, with Lewis Card as her chief engineer.

The vessel's headquarters will be Seattle and her experimental and exploratory work will be under the direction of J. G. Ellson, fishery engineer.

The vessel's primary duty is the testing and exploring of latent fisheries in Alaska waters, with special reference to Albacore; and trial of various types of gear and methods in established fisheries as well as in those which may be developed.

The experimental vessel was named for a former editor of PACIFIC FISHERMAN, an early expert of the Bureau of Fisheries, and the organizer and first dean of the University of Washington School of Fisheries.

Monterey Counts Sardine Season at $20 Million

The 1949-50 Monterey sardine season looked like about $20 million dollars to observers last month as fishing closed and the nets were hung up to dry.

The dollar turnover for 1948-49 was $10,933,322, and for 1949-50, $20,156,447. Monterey received 132,053 tons, and packed 1,739,581 cases, more than 1,300,000 of them talls and ovals. Through December the Monterey industry produced 16,927 tons of sardine meal, and 3,371,716 gallons of oil.

It was estimated that cannery and reduction plant workers were paid about $2,790,000 in wages for the season, as compared to $1,154,000 for the previous season. The catch of sardines was estimated to be worth $4,486,950 to the fishermen.

Meal production figures out at about $2,962,225; and oil production was worth about $1,417,272. The canned fish were valued at about $8,500,000.

Looking back on the season observers stated that it could have been even better since the sardines were back in good quantity and were of good quality in August and September.

However, market conditions and small reduction permits kept the processors from taking advantage of the availability of the fish, while at the same time price disputes held up fishing in August and October. Then when the fleet did sail, small limits kept the catch down.

However, during the last month and a half of the season, limits went up to 100 tons, but by that time sardines were far south off San Luis Obispo, and Port Hueneme.

Market Firmer at Close

The market for canned sardines took a sharp drop in September and October, for as the season opened 1-lb. ovals were selling for around $7.50 per case; at one time they dropped to $5.25, but as the season closed they had firmed to $5.50. But movement was slow because of restrictions on foreign markets.

Fishermen were getting $40 per ton for sardines as the season opened, but by September the price had dropped to $35, and then $32.50 where it remained until the close. The 1948-49 price started at $67.50 per ton, and dropped to $50.

High boat of the Monterey fleet was the *Frances Marie,* skippered by Carmelo Billante, which landed 2,820 tons. The average boat of the 52 purse seiners out of Monterey netted 1,700 tons.

Along Cannery Row comment of processors was hopeful for next season. The fact that the sardines were back was in itself the most encouraging thing. They were also hopeful for increased reduction permits, such as 2,000 or 3,000 tons.

The off-season sardine pack will not be put up this year, and prospects for squid and mackerel packing were not considered too bright by canners. The market for sqiud in the Philippines has been restricted, and the Greek market is uncertain. Nobody is very enthusiastic about canning herring or anchovies.

San Francisco wound up the season with a catch of 16,950 tons, and a pack of 76,285 cases, which compares with 27,647 cases last season, and a catch of 642 tons.

Horace Mercurio, manager of the Monterey Purse Seine Association, boat owners group; and Frank Cardinale, president, agreed that the season had been a good one.

Said Mr. Mercurio: "It would have been even better if an earlier agreement had been reached with the processors, but it proves my contention that the sardines were diverted, not depleted. I think next year should be better or at least as good. The whole industry is encouraged.

Stimulated Demand Held Essential for Future

Mr. Mercurio pointed out that not all the money for fish went to Monterey boats, since there were an average of from 15 to 20 "outside" boats in the harbor throughout the season.

Stated George Clemens; secretary-manager of the Monterey Fish Processor's Association: "Had the market warranted heavy packs early in the season, the case pack and tonnage would have increased greatly."

Mr. Clemens pointed to the fact that canners now realize there is a job to be done in the U.S. to get people eating more California sardines. He pointed out that at least $131,000 went from Monterey toward the State fish and game tax of 50c per ton, and the additional tax of 50c per tons for the research fund.

Freezership "Tinian" Sails For Central America Tuna

The tuna freezership *Tinian* of the Columbia River Packers Association fleet sailed from Astoria, Ore., Feb. 14 for Central American waters.

She will be served by six fishing vessels, the *Swiftwater* from the Columbia River with Capt. John Marincovich as skipper, and five others from San Pedro.

Tinian is commanded by Capt. Robert Berg, with Robert Gronell as chief engineer. She carries a crew of 24 and can freeze and carry approximately 1,200 tons of tuna.

This is the first freezership expedition to be undertaken since last summer. Whether the *Tinian's* fleetmate *Saipan* will follow her to the tuna seas has not yet been announced.

STANDARD ENGINEER'S REPORT

RPM DELO

TEST DATA

LUBRICANT RPM Delo Supercharged Lubricating Oil

UNIT Caterpillar Diesel-D17000-V8 Cyl.

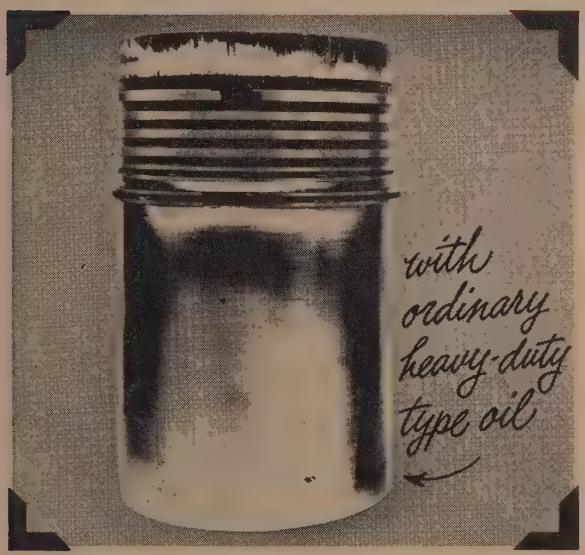
CONDITIONS Cont. High load-Actual field oper.

FUEL Commercially available Diesel Fuel

TEST PERIOD 4 months

FIRM Homer Jones Ranch, Chandler, Ariz.

Stopped all ring sticking where ordinary oil failed!



AFTER ONLY 625 HOURS operation on an ordinary heavy-duty type oil, an engine pulling 90% of full load rating had 39 stuck rings — only 9 of its 48 rings were free and several were broken. There were heavy lacquer and carbon deposits in ring grooves and on piston-skirts, as indicated by this unretouched photograph of one of the pistons. Besides stuck rings, note clogged oil-return holes and oil rings.

OPERATED 1582 HOURS — more than twice as long — on RPM DELO Supercharged–2 Lubricating Oil, the same engine, running under the same load and fuel conditions, stayed efficient and clean, as this unretouched photograph shows. At the end of test all 48 rings were free, with no piston-skirt deposits. Ring-groove deposits were 50% less. Note how RPM DELO Supercharged–2 kept oil-return holes open.

REMARKS: RPM DELO Supercharged–2 Lubricating Oil is one of four grades in the RPM DELO Oil line. It solves operating problems in both Diesel and gasoline engines, especially where load conditions are extreme.

Its detergent prevents carbon and lacquer deposits on all parts, even with high sulphur-content fuels.

RPM DELO Supercharged–2 Oil sticks on hot and cold surfaces — reduces wear under the heaviest loads. (Cylinder-wear averaged only 0.0014 inches per 1000 hours with RPM DELO Supercharged–2, while with the ordinary oil it was 0.0043 inches — three times greater.) RPM DELO Supercharged–2 Lubricating Oil also contains special compounds that resist oxidation and sludging, prevent bearing corrosion and internal rusting, and stop foaming.

STANDARD TECHNICAL SERVICE checked and reported this test. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

STANDARD OIL COMPANY OF CALIFORNIA

What's your rating

as a judge of marine engine values?

1. This 150-HP Packard Marine Eight is so smooth you can balance a nickel on the manifold with the engine running! Two reasons are:

- **A.** Nine-main-bearing crankshaft.
- **B.** Individually-cooled cylinders.
- **C.** Hydraulic valve tappets.

Answers A and C are correct. (Individual cylinder cooling doesn't affect smoothness, but it's a big Packard *durability* feature).

2. Every Packard Marine Engine is standard-equipped with built-in finger-tip gear control. Two other important Packard maneuverability features are:

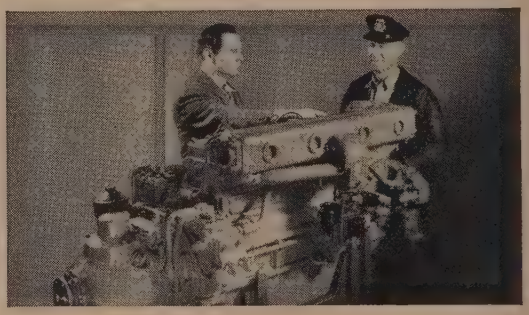
- **A.** 100% reverse.
- **B.** Sealed and balanced carburetion.
- **C.** Separate oil for engine and reverse gear.

Answers A and B are right for maneuverability. (Packard's separate oil supply is important for trouble-free *dependability* and *long life*).

3. Piston ring friction on Packard Marine Engines has been reduced 25% to 33%. That's because Packard offers you:

- **A.** Thermo-strut pistons with three rings.
- **B.** Flywheel damper.
- **C.** Flywheel located aft.

Answer A is correct. (But don't forget B and C. They're two additional "smooth performance" features you get from Packard.)



4. You ought to see your Packard Marine Engine dealer soon, and get his propulsion recommendations for your own boat, because:

- **A.** Packard power cuts operating costs.
- **B.** Packard power cuts installation costs.
- **C.** Packard Engines are competitively priced.

All these answers are right. And remember: All Packard Engines are available with your choice of silent reduction gears.

For complete details and specifications, see your nearest Packard Marine engine dealer, or write direct to Packard Marine Engine Department (Dept. S), Detroit 32, Mich.

PACKARD

MARINE ENGINES

ASK THE MAN WHO OWNS ONE

100-HP MARINE SIX (IM-245)
with built-in fingertip control

150-HP MARINE EIGHT (IM-356)
with built-in fingertip control

Restrictions and Market Drop Dim Alaska Salmon Outlook

Pending official announcement of the new Alaska fishing regulations, which had not been received at presstime, few salmon canners of Central and Southeast Alaska were able to state their 1950 operating plans with any definiteness.

With prospects of more drastic restriction in the Kodiak and Cordova districts, it looked as if there would be some curtailment in those areas, with more canneries closed through joint operating arrangements; but in Southeast Alaska, despite proposed rigorous limitations, it appeared in January that last year's experience —an unexpected big run with inadequate canning facilities — would result in reopening of some plants closed in 1949.

The recent drop in Pink and Chum prices, however, introduced a new factor into packers' calculations, indicating that operation in Pink salmon districts would be far more hazardous than it had previously appeared, and the outlook for a profitable season in such areas is not encouraging. The "sellers' market" in recent years has permitted a good many operations of more or less "marginal" nature, and to what extent they can carry on this season is uncertain. The situation obviously calls for greatest possible economy, which in some cases may be effected by joint operations.

"Concentration" Program On Bristol Bay

In line with recommendations of the Fish & Wildlife Service for drastic curtailment of fishing effort on Bristol Bay, and general expectation of little or no improvement over last year in the run, packers of that great Red region are making preliminary arrangements for a concentration of operations—probably less rigorous than those of the cycle-years 1945, 1940 and 1935, when only eight canneries were in action, but involving the closure of more than half-a-dozen large units of the 19 that operated last year.

It is not yet known how much gear or how many canning lines will be used, but there is evident effort to limit the number of boats as closely as possible to the 426 proposed by F A W S. According to plans developed at presstime (some of them still tentative), the contemplated new concentrations are as follows:

On the Nushagak, packs of Bristol Bay Packing Co. (Dillingham) and Columbia River Packers Association (Combine Creek) to be made in the Pacific American Fisheries plant; Libby, McNeill & Libby (Ekuk) to engage in a joint operation in the Alaska Packers Association cannery at Clark's Point.

In Kvichak-Naknek sector, packs of Bristol Bay Packing Co. (Pederson Point) and Pacific American Fisheries (Naknek) to be made jointly in Naknek plant of Columbia River Packers Association, with Intercoastal Packing Co. (Nornek) participating as usual; pack of Nakat Packing Corp. (Nakeen) to be made by joint operation in Red Salmon Co. plant.

Continuing Joint Operations

In addition, Libby, McNeill & Libby's Kvichak-Naknek operations will be concentrated in the Koggiung plant, with Libbyville closed as last year, and their usual joint operation with Alaska Packers Association in the latter's Egegik cannery will continue; while the Alaska Packers Association is expected to pack jointly with L. G. Wingard Packing Co. in the Wingard plant on the Ugashik.

Aside from points above mentioned, Alaska Packers Association's program had not been announced in mid-February, but it was understood that some further concentration of their operations was contemplated.

Other plants whose operation is expected are those of the Egegik Packing Co. at Egegik and the Queen Fisheries' floater, as well as the freezerships *Reefer King* (Red season only; no Kings) and *Pacific Queen*. Plans of the Win-Ra Fisheries, whose 1949 pack was made in the Wingard cannery, are not yet known.

J. E. Richardson 30 Years With Linen Thread Co.

John E. Richardson, Pacific Coast manager, The Linen Thread Co., with headquarters in San Francisco, celebrated his 30th anniversary with the company March 1.

John E. Richardson, Pacific Coast manager of The Linen Thread Co., who has just celebrated the 30th anniversary of his affiliation with that company.

Mr. Richardson started with the company at its San Francisco office as an errand boy under the late William A. Barbour, father of Sam Barbour, the present vice-president in charge of sales for the company.

After a few years in the office, Mr. Richardson went on the road for the company, covering southern California, Arizona, and New Mexico. Later he went north to San Francisco, and was appointed Pacific Coast manager of The Linen Thread Co. in June, 1935.

Mr. Richardson, throughout the years, has gained a wide acquaintance among Pacific Coast fishermen from Alaska to Mexico through his representation of Barbour and Gold Medal netting.

WM. R. WALTON of Sitka, member of the Alaska Territorial Fisheries Board, is wintering in Seattle, where his seine boat has been tied at the Tony Jensen yard, but expects to take her north again about the first of April. He has been taking good care of the vessel, and reported no damage from the recent freeze-up.

POWERED BY Superior for an extra margin of safety

● Sudden emergencies and temporary overloads call for an extra margin of safety. What's more, this margin of safety means longer engine life.

That's why fishermen like Superior Marine Diesels. They've found they can get continuous and trouble-free performance at Superior's rated output. And that they can call on a liberal power reserve whenever they need it.

SUPERIOR DIESEL DIVISION
THE NATIONAL SUPPLY COMPANY
Plant and General Sales Office: Springfield, Ohio

Here are other reasons why Superior is your best buy...

1. Fuel Economy
2. Precision Bearings
3. Heavy Rigid Crankshafts
4. Strong Bases and Cylinder Blocks
5. Proved Roller Chain Camshaft Drive
6. Oil Cooled Pistons.

One of our representatives will be glad to show you how these features can help you. Just write and tell us when he can call. Or, if you prefer, send for our fully illustrated 28 page booklet.

THE NATIONAL NSCO SUPPLY COMPANY

Superior DIESELS **built for marine service**

12 Tuna Boats Lost In Five Months

In a series of disasters unprecedented in the Southern California tuna fleet since the early '30s, a dozen tuna clippers and seiners have been lost by various accidents since October 1, 1949. Not since a fateful year around 1934 has the fleet suffered such a cycle of losses. Destroyed in the past four months were eight hook-and-liners, including one "baby" clipper; and four large seiners.

The series of accidents began October 1, with the loss of the *Yankee Mariner,* Yank Kaseroff's former *YP,* which he had just converted from a seiner to live bait. She caught fire off California. In December Leo Lady's *Sun Jacket* sank at the Galapagos Islands, and Frank Y. Skeda's *Sun Valley* burned in Magdalena Bay. December 4 the big steel clipper *Dominator* sank at the Galapagos.

Robert King's *Jimmy Boy,* the former *Pico,* sank in Mexican waters January 9. Homer Moore's small tuna vessel *American Star* crashed off Lower California Jan. 16th. Then the veteran clipper, *Glory of the Seas,* burned at the Galapagos. In all these disasters the crews were saved.

On February 6 tragedy struck when the 97' clipper *American Belle* exploded off Mexico. Several crewmen were blown overboard and one drowned. February 9 another veteran clipper, *Southern Cross,* caught fire and was destroyed at the Galapagos.

Seiners lost include: in November, *San Francisco;* in December, *St. James;* in January, *Yankee Boy* and *Johnny Boy,* all by fire.

Arbiter Rules on Manning Tuna Machines

Of interest to coast fish packers installing automatic packing machines, is a precedent-setting ruling which governs assignment of workers to new automatic machines in the tuna industry.

Lawrence G. Boeing, La Mesa, Calif., arbiter in a dispute between Westgate - Sun Harbor Company, San Diego, and the A.F.L. Cannery Workers union, decided that, since the machines were installed in the packing department, these should be manned by workers from the section, on the basis of departmental seniority and capability.

The company had contended that, since the machines created new job vacancies, it could hire operators from any department in the plant or from the outside.

Edward X. Madruga, known to all his friends in the Southern California tuna clipper fleet as "Eddie," was the acknowledged "Tuna Champ" for 1949, with seven trips and an almost unbelievable 1,116 tons for the 100' *Liberty*. The record was established in the face of several tie-ups during the year. *Liberty* began her record year January 29 and finished November 13, and did not have a "broken" trip. She was 213 days absent from her home port, San Diego. *Liberty* began her career under Skipper Madruga—who was a naval officer during the war—August 15, 1948, starting off well with a 32-day trip and 135 tons. Her second, begun October 25, was finished in 33 days for 180 tons. She delivers to either French Sardine Company, or the associate cannery, High Seas Tuna Packing Company.

Tunamen Grapple Panama Bait Tangle

M. O. Medina, president, American Tunaboat Association, and Harold Cary, general manager, flew from San Diego to Panama February 12 in an effort to induce the Panamanian government to open its bait-fishing grounds in the Gulf of Panama to the tuna clipper fleet.

Opening, according to a recent decree, was to have been January 15, but on arrival there recently to secure bait permits, the American fleet has met with refusal. Conflicting reports on issuance of new regulations first set the opening of the best bait grounds of the far-southern tuna areas, at opening January 15 to April 15. Later it was announced the season would open April 15 and run through to December 31. The ATA officials hope to get a clarification of the situation by personal conferences with the Panama government.

LEE H. WAKEFIELD, head of the Apex Fish Co., Seattle, made a business trip to Texas in mid-February.

Panama Changes Bait License Fee Basis

Licenses for the taking of live bait by American tuna clippers in Panamanian waters, were amended January 18, and are based on the gross tonnage of the vessel. Hitherto the license had been on a general overall basis. The new scale follows:

Vessels of less than 25 tons, $300; 25 to 50 tons, $400; 50 to 100, $600; 100 to 150, $700 and beyond that, $1,000. Payment is to be made annually and in advance during April. Deposits made after that date are subject to a surcharge of 10 per cent.

Fishing for live bait is to be permitted during the period from April 15 to December 31. Persons violating the decree, No. 108 of 1946 and the new one, No. 6, 1949 will face fines of from $1,000 to $3,000 and must return to the ocean the bait caught. Informers of violations, if reports are proved, are entitled to 15 per cent of the fine imposed.

Japs Want Fish Pact After Peace Treaty

Japanese fishermen will be too busy on the other side of the Pacific to constitute any threat to fisheries off this coast in the near future, in the opinion of Canada's fisheries minister, Hon. R. A. Mayhew, who returned recently from an official journey that took him around the world to attend a Commonwealth conference in Ceylon.

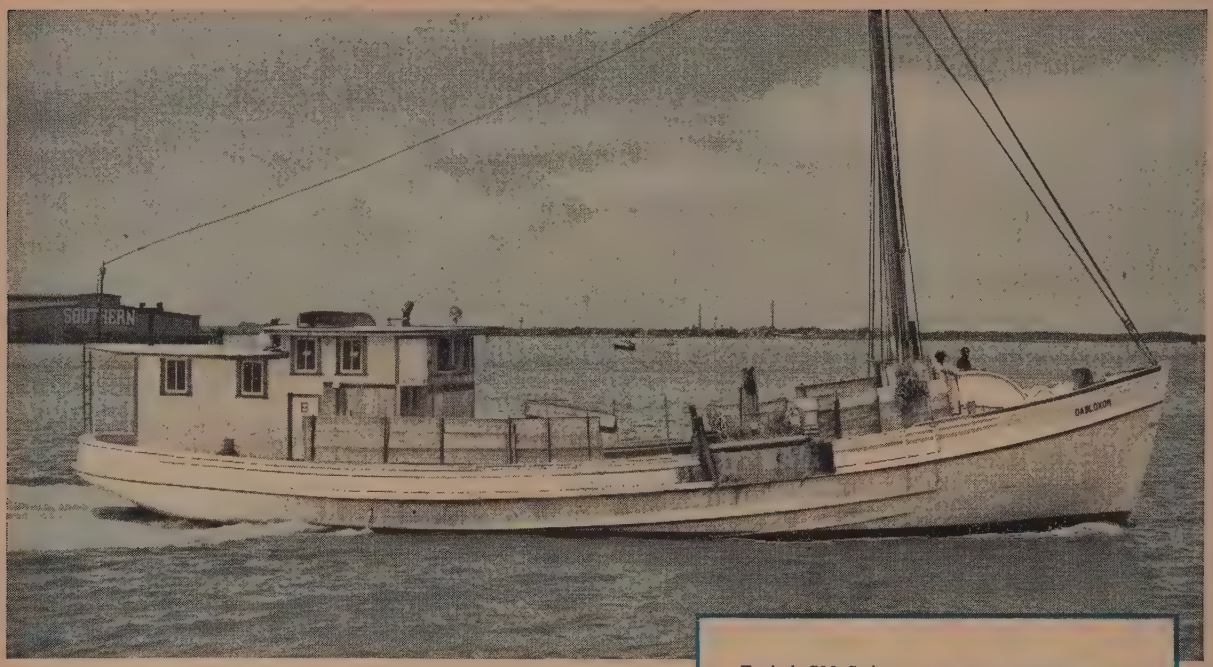
Mr. Mayhew returned by way of the Far East with External Affairs Minister L. B. Pearson, and both conferred with SCAP officials and Japanese businessmen. Mr. Mayhew even went out on a fishing cruise with Japanese fishermen.

"First thing the Japanese want is a peace treaty, and then they want a fishing treaty that will enable them to expand their operations," said Mr. Mayhew. "But they don't want to come over to these waters. They are more interested in getting fishing privileges in waters to the south of Japan."

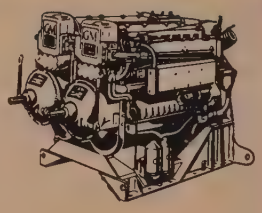
Tunaman Buys "Explorer"

Joe Soares, well known San Diego tuna clipper owner and skipper, has purchased the former Navy YP *Explorer.* The craft is powered with a 560-hp. Union diesel engine, and has two 200-hp. Union diesel auxiliaries.

Since the war *Explorer* has been used as a freighter on the Pacific Coast. Mr. Soares is the former owner of the tuna clipper *Liberator.*



Typical GM Series 71 Marine Diesel "Twin" ready for installation. GM hydraulically actuated reverse gears. Finger-tip control clutches and individual throttles permit engines to be operated together or singly as desired.



Why Ballard Chose GM Diesel

FISHERMEN know there's no profit in hauling around big, bulky engines. That's why Ballard Fish and Oyster Company, Norfolk, Virginia, chose General Motors Diesel power for their new oyster dredge "O. A. Bloxom."

A GM Series 71 "Twin" Six, turning a 56" x 48" three-blade propeller, develops 340 H.P. maximum and delivers a *full 260 H.P. for continuous duty.* The "Bloxom" has a cruising speed of 12 knots at an engine speed of 1650 rpm, 14 knots at 2000 rpm.

Yet this 83' x 22' boat has a carrying capacity of 2000 bushels—20% more than many boats her size and larger.

Because they are 2-cycle, GM Marine Diesels pack more power in less space. They start instantly at the touch of a button—run smoothly at all speeds—maneuver easily and cut maintenance costs.

For rugged, dependable Diesel power *at the lowest cost per horsepower* see your nearby GM Marine Diesel dealer or drop us a line.

DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES... *Up to 200 H.P.* **DETROIT 28, MICHIGAN** MULTIPLE UNITS... *Up to 800 H.P.*

GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK

GM GENERAL MOTORS DIESEL POWER

Evans Engine & Engineering Co., Inc.
SEATTLE 9, WASHINGTON

Fred M. Viles & Company, Inc.
SPOKANE 8, WASHINGTON

Crofton Diesel Engine Co., Inc.
SAN PEDRO, CALIFORNIA

Gunderson Bros. Equipment Corp.
PORTLAND 9, OREGON

West Coast Engine & Equipment Co.
BERKELEY, CALIFORNIA

Salmon Prices to Westward Continue As In 1949

Most features of last year's agreements between the Alaska Salmon Industry, Inc., and major labor unions, covering operations in the Westward areas of Alaska, will be continued through the 1950 season. This was assured in mid-February, when the Alaska Fishermen's Union decided to ask for no change in its contracts *except* in working conditions for tendermen and trapmen in Southeast Alaska.

Negotiations on the latter point have not yet commenced, but the Southeastern season does not open till August, so time is not pressing; and the whole Southeast Alaska contract will be re-negotiated. Settlement of terms to Westward makes it virtually certain that, for the first time in years, there will be no delay in movement of early crews to the Peninsula, Bristol Bay, etc.; and crews for the South Peninsula were scheduled to start north early in March.

The A.F.U. agreement covers fish prices for Bristol Bay, Chignik and resident fishermen of the Peninsula area, as well as CIO fishermen (the major group) on Cook Inlet; also all tendermen and trapmen except in the Cordova district. Bristol Bay fish prices will be, as last year, 32c each for Reds and Cohoes; 10c for Pinks; 18c for Chums and $1.70 for Kings: being the same as in 1948 except on Kings.

The 1949 contract with the machinists continues in effect *except* as to air transportation — they have asked that this be provided exclusively on regular scheduled lines (where such are available); and this point is now under negotiation. The carpenters' contract is continuing without change. No change in terms is expected for the radiomen, though some uncertainty may arise from organizational problems within the union.

There is some uneasiness on Cook Inlet, where jurisdictional controversy still persists between CIO and AFL fishermen; but the latter have presented no new demands, and it looks as if their agreement may be continued. Kodiak resident fishermen have asked for new negotiations, but so far have presented no specific proposals.

There are four separate contracts with the Cordova District union, which has asked for re-negotiation of two of them, including that for the resident cannery workers, though their proposals are not yet definitely known. Nothing has yet been heard from purse seiner groups affiliated with the IFAWA.

Cannery Worker Situation Is Complicated

The situation as to cannery workers is more complicated, with many unions involved. Last year's contract continues with the AFL *non-resident* union, whose members are employed in about a dozen canneries; but much uncertainty has arisen about the major non-resident class because of dissension between the old and formerly powerful group known as "Local 7" — long exclusive bargaining agency for workers in most canneries, but lately repudiated by the CIO—and a new CIO union designated as "Local 77" which is seeking recognition. No specific proposals have yet been offered by either group, and for the present, at least, the Industry is not in negotiation with either.

Contracts with the AFL *resident* union on Kodiak and Cook Inlet are subject to re-negotiation, but their desires for new terms are not known; nor have any definite demands been received from the AFL resident workers' union in Southeast Alaska, which was recently certified as exclusive bargaining agency for all Southeastern residents. Local workers on Bristol Bay, affiliated with IFAWA - CIO, have asked for new negotiations; but their proposals, also, were unknown in mid-February.

Industry Will Seek Lower Pink Prices

Since the big price recession on canned Pinks and Chums, the Industry organization, representing the packers, has indicated that it will not renew last year's fish price agreements in major Pink districts —specifically Southeast Alaska and Prince William Sound — but will seek lower prices on these species.

This is regarded as essential to the operation of many canneries. There has been no exchange of proposals at presstime. Agreement will not become necessary for several months, but the negotiations may require considerable time.

Tyee Plant Re-Equipped

C. J. Sebastian, head of the Sebastian-Stuart Fish Co., says plans are under way for operation of his cannery at Tyee, Alaska, which was shut down last season. The plant is to be re-equipped with a full line of high-speed American Can Co. machinery, with individual electric motors replacing the former line shafting. Current maintenance work also includes some new piling and renewal of part of the water pipe line.

In preparation for the "big-year" Sockeye run, the Sebastian-Stuart cannery at Anacortes will add another hand-packing line for halves.

Wards Cove Adds New Casing Line

For the coming season the Wards Cove Packing Co. is preparing to build an addition to one of its warehouses. A complete Standard-Knapp casing outfit will be installed, replacing former equipment and adding a new line, according to A. W. Brindle, head of the company.

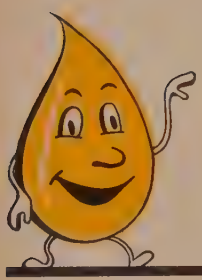
GEORGE KASE JR., Ketchikan, recently suffered painful burns when his father's trolling boat, the *Abbess*, was wrecked by an explosion while moored in the harbor at Craig. The boat sank but later was raised.

To N.C.A. Directorate

Arthur W. Wittig of the Port Ashton Packing Co., and until recently president of the Association of Pacific Fisheries, was elected a director of the National Canners Association for a period of three years at its recent convention in Atlantic City. He succeeded Leo T. Kreielsheimer of the Kadiak Fisheries Co.

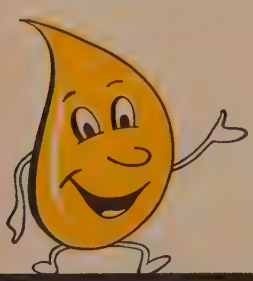
Holdover members of the board representative of the Pacific fish canning industry include Milton E. Brooding, California Packing Corporation; Herbert C. Davis, Terminal Island Seafoods, Ltd.; S. A. Ferrante, Oxnard Canners, Inc.; E. E. Willkie, Libby McNeill & Libby.

The one-package answer to 90% of your grease lubrication problems...



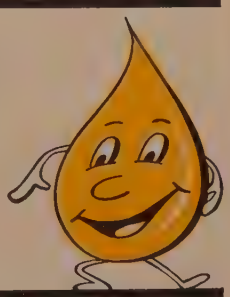
Lubricates wheel bearings...

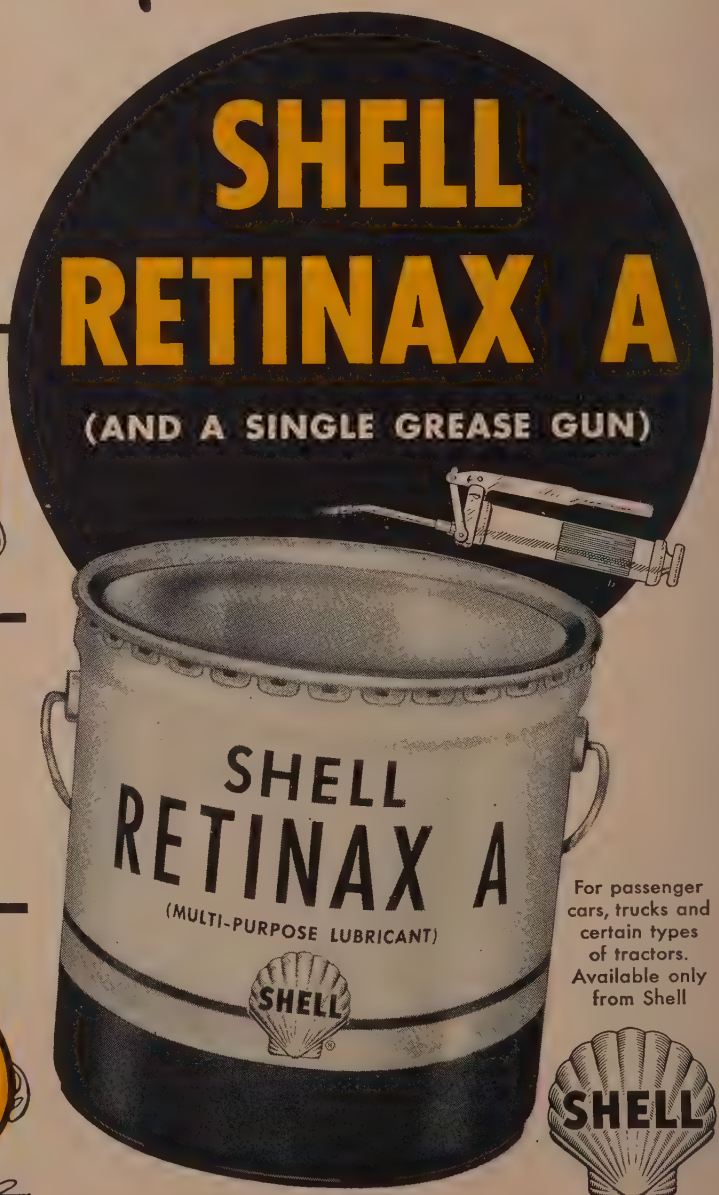
...universal joints



...water pumps

...and all chassis points





For passenger cars, trucks and certain types of tractors. Available only from Shell

SHELL

Chas. A. Winkler, C.F.C.A. Secretary, Passes Away

Charles A. Winkler, 73, secretary-treasurer of the California Fish Canners Association, Terminal Island, died January 29 at Seaside hospital, Long Beach, from complications following an illness of several days. Masonic services were held February 4, largely attended by members of Southern California's fishing fraternity.

Mr. Winkler, friend of every fish packer in Southern California, and one of the most respected men in the Pacific Coast industry, was also widely known throughout the country in canned food circles.

He organized the California Fish Canners Association in the late '20's, when he was secretary of the California Fruit and Vegetable Canners' Association, and was reelected year after year as the CFCA secretary-treasurer and its statistician.

Residing in Long Beach for many years, Mr. Winkler was a native of Allentown, Pa., and came to Southern California in 1926. He leaves his widow, Mrs. Alma E. Winkler, and a brother, George, Philadelphia, Pa.

Giant Skipjack Found In Mid-Pacific

Joe St. Laurent, one of the veteran tuna boat engineers at San Diego, recently returned from the Hawaiian Islands after an exploratory tuna trip on *Hawaiian Tuna* of the Hawaiian Tuna Packers fleet. The trip began in March and was completed in November. Engineer Laurent reports that there was plenty of tuna but the scarcity of bait was the big problem, a fact which has hindered all exploratory operations in this area.

One of the amazing events of the voyage was the discovery of giant Skipjack, requiring 3-pole fishing. Some weighed as much as 75 pounds. Laurent said the vessel encountered what he called a "dog-tooth" tuna, with teeth like a barracuda.

On the *Hawaiian Tuna*'s exploratory trip, Ralph Silveira of San Diego was fishing captain and George Reeves, formerly of the vessel *Tongareva,* was navigator.

Hawaiian Tuna is all Union-powered and is equipped with Raytheon radar and other electronic aids. She is an ex-YP, a product of the Harbor Boat Building Co.

MRS. JACK BAILEY, wife of the Ketchikan fish buyer, died recently of a heart attack.

Strained Tuna Baby Food Introduced by Van Camp

Van Camp Sea Food Co. introduced its new pack of Baby Food Strained Tuna in January.

During the research and development of Dietetic Tuna, reported in a recent issue of PACIFIC FISHERMAN, that the Van Camp Laboratories discovered the possibilities of strained tuna as a baby food. Clinical tests by prominent pediatricians, together with Van Camp's own experiments in growth factors, have been completed, and the company has built a new, completely modern, highly sanitary tuna plant for baby food production on Terminal Island. This plant is isolated from other cannery operations and is devoted exclusively to the manufacture of tuna baby food.

As is the case with the dietetic tuna pack, only certain portions of one species of tuna are used for the baby food pack.

The "Chicken of the Sea" Baby Food and "White Star" brand strained tuna are packed only in 3½-ounce cartons, holding 24 cans of 3½ ounces each. The shipping weight on each carton of baby food is 7 lbs.

The new pack is offered as a baby food containing a rich, well-balanced mixture of amino acids, the "building blocks" of proteins. Noteworthy in tuna is the high content of B-12 and "Animal Protein Factor." Also provided in tuna is a considerable portion of the daily minimum requirement of iodine, while dietetic feature is the high fluorine content for the development of the child's teeth.

The flavor and the texture of the fish make the use of it as a baby food highly acceptable.

Van Camp's new product follows along the recent developments in the field of nutrition which have directed attention toward fish as an ample supply and rich source of protein. The growth-promoting effect of fish is particularly conspicuous when weanling or when freshly hatched animals are started on diets containing fish, for example.

The work on dietetic tuna and on the new baby tuna food was done under Dr. Ernest Geiger, specialist in nutritional studies associated with the Van Camp Laboratories, and under Malcolm Goldie, head of the Special Products Division of the Van Camp company.

The introduction of tuna baby food is another indication of the importance of the "laboratory technique" in the development and marketing of fishery products.

Typical average composition of "Baby Food Chicken of the Sea Brand Strained Tuna" is given as follows per 100 grams:

Total solids, g.	21.8
Protein, g.	20.8
Fat, g.	0.6
Phosphorus, mg.	180.0
Iodine, mcg.	10.0
Fluorine, mg.	1.5
Choline, mg.	40.0
Riboflavin, mcg.	80.0
Niacin, mg.	12.0
Animal Protein Factor, mcg.	8.0

Essential amino acids are reported in values as percentage of protein as follows:

Arginine	5.2
Histidine	5.7
Isoleucine	4.7
Leucine	7.0
Lysine	8.3
Methionine	2.8
Phenyalanine	3.5
Threonine	4.1
Tryptophane	1.1
Valine	5.2

As in the case of the "dietetic tuna" packed by the Van Camp Sea Food Co., the tuna baby food is packed with the addition of distilled water, rather than of salad oil, as is customary in the commercial tuna pack. Furthermore, the amount of salt added is proportionately less than that in the standard tuna pack.

California Canners Ask Panama Tolls Reform

Commercial fisheries of California suffer from a current unfair method of computing Panama Canal tolls, according to a resolution adopted by the California Fish Canners Association which says that the formula "should be based solely on the cost of providing transit to commercial vessels. All expenses properly chargeable to the national defense should be so allocated and not considered as factors in the toll formula."

Individual members of the Monterey Sardine Products Association similarly took position that their industry is being handicapped by the current basis for computing tolls.

wer and Performance
f NORDBERG Engine
in *TRAPNETTER*
pleases
"All Hands"...

FISHERIES, INC.
FRONT STREET
ASHTABULA OHIO

December 22, 1949

Nordberg Manufacturing Company
Milwaukee 7, Wisconsin

Gentlemen:

As pilot of our Nordberg powered "Manuel R", I am pleased to say that the Nordberg engine definitely shows us more power than we have had in any of our other make engines of comparable, or even larger size. Our 40 ft. boat is under complete control with the Nordberg engine, even at lower speeds. The "Sta-Nu-Tral" clutch is one more feature which adds more pleasure to our job, in that it does not require cutting the engine in order to insure against entanglement of nets.

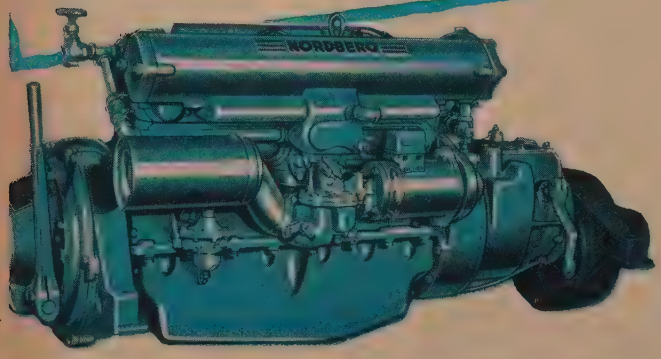
Our new Nordberg has given us a new confidence in every respect. Its rugged simplicity reveals a dependable power plant, capable of doing a bigger job with greater ease.

Very truly yours,

Raymond J. Rebera

Raymond Rebera

The MANUEL R is the 28th all welded steel boat designed and built by Paasch Marine Service of Erie, Pa. Mr. Harold Paasch says . . . "I was amazed at the power output of the Model 340 (135 H.P.) Nordberg. Believe it to be comparable to any of the 150 H.P. engines we have installed in similar hulls."



THESE comments made by a leading boat builder and an experienced fisherman add emphasis to the fact that Nordberg Gasoline Marine Engines are particularly well suited for heavy-duty work boat propulsion. The *MANUEL R*, an all welded steel Trapnetter, measures 40 ft. in length, with 13 ft. 6 in. beam. Her 135 H.P. Nordberg swings a 28″ x 30″ wheel through a 3.32:1 reduction gear, giving an indicated builder's trial speed of 13.4 m.p.h. at only 2650 r.p.m. This engine was furnished through the **Duval Engine Company**—the Nordberg Cleveland Distributor.

Follow the example of fishermen and work boat operators from coast to coast . . . switch to heavy-duty Nordberg Gasoline Marine Engine power for new hulls or for repowering your present boat. For full details, send for Bulletin 143-B.

NORDBERG MFG. CO.
Milwaukee 7, Wis.

BUSCH-SULZER

NORDBERG

U. K. Earmarks $5 Million To Buy B. C. Salmon in '50

The United Kingdom is back in the British Columbia salmon market with orders totalling about $5,000,000 for delivery overseas this year; but just how many cases are involved and at what price are not revealed.

A rough guess is that approximately 300,000 cases of all grades will figure in the order, including about 50,000 Sockeyes. The prices to be paid by the British buyers will probably be substantially less than in 1949, when they took slightly more than 410,000 cases, of which about 60,000 were Sockeyes, 60,000 Cohos and 300,000 Pinks. Sale to the U. K. represented about $7,100,000 last year.

The expectation is that the Sockeye pack will be considerably larger this year because of the Adams River run, which invariably brings a big catch in Fraser River waters, but that doesn't necessarily mean more Sockeyes for the United Kingdom.

Although the packers are anxious to co-operate with the British to the fullest extent, the fact remains that the price to be obtained for Sockeye in the domestic market, currently being developed by extensive consumer advertising campaigns, will be more than the British contract price. In other words, while the United Kingdom is highly valued as a market, its limited purchases in recent years have subordinated its importance to some extent.

The salmon deal was negotiated in Ottawa late in January by J. M. Buchanan, president of B. C. Packers, Ltd., and S. M. Rosenberg, vice-president and general manager of Canadian Fishing Co., who conferred with Sir Andrew Jones, director of the British Food Mission.

Sir Andrew intimated that Britain would like to purchase much greater quantities of B. C. canned salmon, but was deterred from doing so by the dollar situation. Britain will probably have to buy more fish in the sterling areas.

The United Kingdom has undertaken to purchase every grade of B. C. salmon except Chums, which represented the only unsold carryover from last season, although it was ultimately disposed of in the Orient.

Funds for the United Kingdom to buy the salmon in Canada were diverted from the 1949-50 Anglo-Canadian wheat agreement. Under the switching operation, agreement was reached to divert about $25,000,000 to cover purchases of B. C. canned salmon, bacon and eastern Canadian spruce lumber.

Engines and Equipment, Gadgets and Gear For Fishermen Featured at Boat Show

Fishery operators and fishermen for years have been recognized as perhaps the most keenly interested of the thousands of people who annually visit the Pacific Northwest Boat Show at Seattle, and a survey of the attendance and the exhibits at the 1950 show, which ran at the Field Artillery Armory from Feb. 18 through Feb. 26, again proved that the fishing industry accounts for a big part of the serious interest in the exhibition.

Particularly was it noted that many of the exhibitors pointed their presentations at the fishermen and fishery operators.

For example:

Pacific Marine Supply Co. featured the *Bendix* Depth Recorder for which it is distributor, emphasizing its effectiveness in finding fish as well as in finding bottom.

Jules Engine & Equipment Co., beside its showing of *Graymarine* engines, laid emphasis on hydraulic drive for fishing gurdies and other deck gear.

Standard Oil Co. fuels and lubricants and service are widely known to fishermen, and were featured in its showing.

Sperry Gyroscope Co. laid particular emphasis on loran, the long range navigational aid which pinpoints fishing fixes; and its magnetic compass pilot, installed on many recent fishing craft.

Albina Engine & Machine Works had fishermen particularly in mind when it designed and built the power take-off featured at the show.

Nordberg marine engines, found in many recent fishing vessels, were featured by *Al-Pac Engine & Equipment Co.*

Bludworth Marine showed its new depth indicators, designed and priced with the fishing market in mind.

Bryant's Marina gave a prominent place to the *Chris-Craft* line of marine engines which it has found so readily adaptable to the needs of fishery operators and fishermen.

Kolstrand Manufacturing Co.'s exhibit had a new winch which combined the functions of a halibut gurdy and a purse winch.

N. C. Marine showed the big, new *"Caterpillar"* D397 marine diesel, largest of the "Cat" line and rated at 400 hp.

Nordby Supply Co. presented an actual-operation, continuous net-making exhibit which attracted the attention of a lot of fishermen as well as laymen.

Pacific Marine Engine Co.'s exhibit features the new *Snow-Nabstedt* hydraulically-actuated reverse gear, Model 3757.

Evans Engine & Equipment Co., in addition to showing the conventional *General Motors* engines for which it is distributor, with cutaway models, features a GM-Allison turbo-jet engine.

Fisheries Supply Co. had an interesting showing featuring netting from the *Fish Net & Twine Co.*, and also *Murphy* diesel engines.

International Paint Co. products are well known to fishermen, who found them well displayed at the show's *International* booth.

Atlas Imperial Diesel Engine Co. featured *Chrysler* marine engines as well as its *Atlas* diesels.

Port of Seattle display featured the new Fishermen's Dock construction program.

Marina Mart laid particular emphasis on the *Photo-Electric Pilot* and *Fisher* electronic equipment.

Shell Oil Co. booth was a source for Shell's handy coast tide tables for fishermen.

Schrock, the compass adjuster,

who also operates the *Max Kuner Co.*, featured the *Kelvin-White "Constellation"* compass widely known to fishermen.

Grandy Boats provided familiar features to the fishing industry in which its jitney seiners and service boats are widely known.

Twin Disc Clutch Co. reverse and reduction gears were shown in a how-it-works display which caught the interest of the fishermen.

Cummins Northwest Diesel Sales, Inc., had its latest marine engines on display in a booth which caught the interest of fishing folks.

Pan American Radio Corporation radiotelephones and direction finders commanded the attention of fishery operators as well as the men who haul the nets.

Sunde & d'Evers Co. filled its display with gear and gadgets which could not fail to attract the attention of fishermen who attend the show to get ideas.

Washington Stove Works of Everett, whose products are in the galleys of so many fishing craft, had them on hand at the show, too.

General Petroleum Corporation's comfortable booth was a gathering place for the fishery people at the show.

Radiomarine Corporation's electronic equipment and what it does was shown and explained in a comprehensive display.

Harnischfeger marine diesel engines, comparative newcomers in fishing vessels, attracted all the more attention on that account.

Fremont Electric Co. was represented by a showing which emphasized the electric gear and services it provides for fishermen.

Northwest Instrument Co. at the show displayed what is believed to be the first *recording Fathometer Jr.* echo-sounder to be seen on Puget Sound.

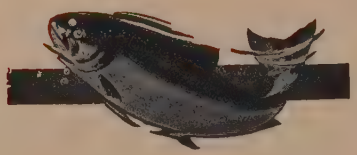
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

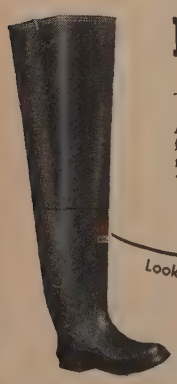
3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes



IT STANDS UP

---------in every way---------

A commercial fishing boot with a top that won't flop over! Another Ball-Band extra and another reason why Ball-Band has been first in boot values for over fifty years.

FOR YOUR PROTECTION

Look for the Red Ball TRADE MARK

Ball-Band

REG. U. S. PAT. OFF. 1901

Mishawaka, Indiana

MAIL THIS COUPON

Bludworth Marine

92 Gold Street, New York 7, N.Y.

Check Type

☐ RECORDING 200 feet, 200 fathoms

☐ INDICATING Large: DEEP WATER

☐ INDICATING Standard: 200 fathoms

☐ INDICATING Small: 30/200 feet

There's a Modern BLUDWORTH ECHO DEPTH SOUNDER ...to fit your specifications - and Budget, too!

Please send me details and price of model checked ☑ above.

DEPTHOMETER

Name _____

Address _____

Bitter Cold Stops Best Herring Fishing As Nets Freeze Solid on Turntables

Fishing vessels operating in British Columbia during January's cold spell looked as though they had been in the Arctic winter. Here is Canadian Fishing Co.'s packer *Cape Churchill*, photographed in Vancouver after bringing in a load of herring from the west coast of Vancouver Island. At the left is Camp Supervisor Lloyd Monk, with Captain Anton Nohr and Shed Foreman Bert Carson.

A long succession of near-zero days and nights during January created problems for the British Columbia fishing industry that have never been duplicated, and fishermen and operators hope they won't have to face such conditions again.

For 10 days the weather was so cold that the entire herring fleet was tied up in the middle of the best fishing ever recorded. With their nets freezing on the table, it was impossible to make a set; and while there were indications of an abundance of fish, boats remained in harbor during a period when ordinarily some of the season's best catches are made.

Power Lack Closes Plants

Every company had its share of troubles, and individual fishermen swear that it was the worst winter in their memory of fishing up and down the B. C. coast. No area was spared from difficulty, although Prince Rupert was probably hardest hit. With a power shortage there, the city was unable to supply energy for the Nelson Bros. Fisheries reduction plant at Port Edward at the mouth of the Skeena River and operations had to be suspended. The result was that herring caught in the vicinity of the northern port had to be carried all the way south to the Fraser River plants.

Even in the Fraser River ice conditions made it hard to operate the fleet, and the largest packers had their hardships. Vessels would tie up at high tide at B. C. Packers' Imperial, Canadian Fishing Co.'s Gulf of Georgia, and Nelson Bros. plants and find themselves virtually frozen in when the tide ran out.

Ice-Breakers on Fraser

The snagboat *Samson* and various towboats were pressed into special service as ice breakers, forcing a passage through the pack so that fishing vessels and packers could navigate in and out of the river. There was plenty of ice in the northern inlets and along the west coast of Vancouver Island, too, but fishing craft managed to avoid them. For people living in the more isolated fishing communities, virtually marooned by the cold weather, it was a lonely and uncomfortable existence.

The herring fishery was the only one seriously affected in British Columber as it is the only one that is active at this time of the year. Herring operations have been on a large scale only for the past decade, so the record covering midwinter fishing does not go back very far. But weather reports in themselves told the story of an unprecedented winter.

Operators Agree to Close

A halt in herring seining was determined upon by mutual agreement among the major companies, and more than 60 packing tenders and 54 seiners were affected. The shutdown was voluntarily decided upon when fishermen began to report that webbing brought in over the stern table solidified almost as soon as it fell into place so that the whole net was frozen into a mass.

Early Season Herring Catch Largest Ever

At January 21 the catch of herring in British Columbia was in excess of 122,000 tons and greater than in any previous season at that date and while the 10-day shutdown would tend to reduce the January catch it was expected that the balance of the season would provide ample opportunity to boost the total considerably. The season doesn't end until March.

All the herring now being caught is being delivered to the reduction plants rather than to the canneries. At January 21 only about 75,000 cases of herring had been canned, with considerable uncertainty as to where and how it would be marketed. But 22,278 tons of herring meal had been produced, and 3,000,000 imperial gallons of oil had been rendered. It should be the biggest of all years for the reduction plants, regardless of the weather.

Heavy Fishing Follows

Evidence that the intensely cold weather had not interfered with the abundance of fish materialized as soon as the herring fleet resumed seining Jan. 22, when hauls totaling 9,000 tons were made, followed by 11,000 tons on the following day.

The big catches were made in Eddy Pass. One seiner skipper, misreading his echo sounder, warned a nearby seiner that it had better pull out, as it was in 15 fathoms of water. The answer came back that the depth of water was actually 45 fathoms, but at a depth of 15 fathoms the fish were practically in a solid mass. Herring were so closely crowded that their mass had been mistaken for solid ground.

Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

SALES SUBSIDIARY: DEMING & GOULD COMPANY, SOUTH BELLINGHAM

First graduates from the University of Washington School of Fisheries division of fisheries technology. Left to right, John A. Coates, Kemmerer, Wyo.; Kenneth N. Thorson, Seattle; Clifford Soderstrom, Longview, Wash.; Malcolm McLeod, Port Angeles, Wash.; John R. Patrick, Seattle.

School Graduates First Fisheries Technologists

First class in Fisheries Technology to be graduated from the University of Washington School of Fisheries is completing its work this spring.

Graduation of five men will bring to fruition the first cycle of technological training introduced into the school by Dr. W. M. Chapman when he became director a few years ago. The technological courses are in direct charge of Dr. Waldon H. Hastings.

Dr. Richard Van Cleve, acting director of the school, points out that the wide reputation of the Washington School of Fisheries has been built upon its success in training aquatic biologists for research and fishery management. The technological branch was set-up to provide training for men interested in the application of science and business to the production problems of the industry.

The technological training itself is divided along three distinct lines in an effort to serve the broad needs of the industry. These divisions train men essentially for: scientific development, nutritional and quality control; production technology; administrative and business problems.

Review of the specialized projects which have occupied the primary attention of the five graduating seniors will serve to disclose something of the character of the work done.

John A. Coates, of Kemmerer, Wyoming, a former Navy pharmacist mate, married, with two children, has specialized in micro-biological assay of the availability of the essential amino acids, in an effort to determine whether they are tied-up in freezing; and, if so, whether they are liberated nutritionally by digestion. His work has been done with halibut, using specimens frozen at 26° above zero F., and at -35° F.

He plans to follow the scientific testing and control of quality.

On the other hand, fishery production work and development of new products and new markets commands the principal interest of Kenneth N. Thorson of Seattle. He has been working part-time in the Washington State Fisheries Department's laboratory for the study of latent fisheries, and believes that there are real opportunities for the development of new fisheries not now exploited through devising processes, or through consumer education.

Mr. Thorson is particularly interested in development work in Alaska, where he has spent considerable time. "Alaska recognizes the value of fisheries as a resource, and the opportunities which lie in fuller utilization," he explains.

Malcolm McLeod of Port Angeles plans to do micro-biological work in quality control, particularly with reference to canned fish laboratory studies. He is specifically interested in the trend of the fisheries in South American and South Pacific waters, and believes that interesting new problems of technological character will arise out of the extension of industrial fishery operations into these tropical areas.

Shellfish and packaging materials have shared the primary interest of Clifford Soderstrom of Longview, Wash., whose project has involved studies of the use of plastic containers for fresh-packed, refrigerated but unfrozen shipments of crabmeat and Olympia oysters by air. (See "Unfrozen Chilled Seafoods Shipped by Air in Plastic 'Cans'," PACIFIC FISHERMAN, Vol. 48, No. 3, February, 1950.)

He believes that the shellfish of Alaska hold rich opportunity for economic development, particularly the razor clams; and that full exploration of the application of glass and plastic packages and plastic wrapping to seafood marketing is a challenging field for industrial technology.

By-products, and particularly tuna by-products, are the primary interest of John R. Patrick of Seattle, who has directed his research project at the determination of the effect of processing temperatures upon fish meal and the digestibility of its proteins. His work has also involved oil extraction and the condensing of fish solubles, but fish meal has been the subject of first attention.

He believes that fisheries by-products are subject to great development, while food products of the fisheries are to a much greater degree fixed on the basis of consumer acceptance.

Re-form Line for Floater

The Cape Douglas Canning Corp., whose floating cannery has formerly carried its can supply in made-up form, is preparing to put in an American Can Co. line for reforming collapsed cans.

The company plans operation of about the same nature as last year, says K. D. Munter, secretary-treasurer: starting in the vicinity of False Pass and later moving to waters just west of Chignik. George Skarbo is now president of the company, succeeding F. L. Ekholm, who died last September.

W. J. Rich, Nefco Official, Dies in Boston

William J. Rich, 68, secretary of New England Fish Company, died in Boston, February 9. He was associated with the New England Fish Company for over 30 years; 13 of which were spent in Seattle, headquarters for the company. Mr. Rich had been a popular figure in fishing circles for many years.

SINCE 1895

KELLEY-CLARKE COMPANY

AMERICAN BUILDING • SEATTLE 4

Selling Agents

ALL VARIETIES

CANNED SALMON

HAWAIIAN TUNA

Hoffmann-LaRoche Sell Synthetic Vitamin A

More bad news for shark fishermen, who have had little else for about a year, is contained in a current announcement by the Hoffmann-LaRoche, Inc., chemical firm of New Jersey that they are marketing synthetic Vitamin A manufactured by a new process.

The initial price quoted for the product is 30c per million units in a concentrate running 800,000 to 1,000,000 units per gram.

The company says it has been manufacturing the vitamin for some time and has a substantial inventory built-up.

In other words, it is out selling the goods actively, and isn't just announcing a new process.

Canning Firm Contributes To Union Relief Fund

Contribution of $300 to the Cordova Fishermen's Hospital Fund by Western Fisheries Co. was announced early in February by H. J. Lannen, executive secretary of the Cordova District Fishermen's Union. The fund is used in relief of acute distress and in cases of sickness.

Mr. Lannen expressed warm appreciation on behalf of the union to H. M. Parks, president of the company, and John Borseth, its Cordova superintendent.

Fraser Gillnetters Ask Sloan Line Rule

Representatives of Fraser River gillnetters conferred recently with members of the House of Commons and urged that the government enforce the so-called "Sloan line" restrictions against salmon seiners.

Some years ago when Chief Justice Gordon Sloan investigated the salmon fishery he recommended the observance of a boundary between the international border and a point to the north of Valdez Island to the east of which purse seining for salmon would be prohibited. This restriction has been observed in some years but not invariably and the gillnetters, who claim that seiners take the bulk of the catch in the areas where they operate, have been seeking observance of the Sloan Line restrictions as permanent policy.

LOU VEERMAN, formerly with Dawe's Alaska Fisheries, Inc., is now associated with Polar Fisheries. He recently returned from a business trip to Chicago and spent Thanksgiving with his father at Pekin, Illinois.

IFAWA Decides Against Longshore Union Merger

Continuation of the independent status of IFAWA — International Fishermen and Allied Workers of America, C.I.O. — was decided upon at the annual convention of delegates representing the union locals at San Francisco in January.

Canvass of the referendum vote on the question of merging IFAWA with the International Longshoremen's Union showed a majority of the popular vote favorable to the merger. However, the margin was not great, and decision not to go through with the merger was reached out of respect for the views of the substantial minority.

"IFAWA will retain its independence, its autonomy, its name, its full stature as it has existed in the past," J. F. Jurich, president, explained to PF upon his return to Seattle. "At the same time, the cordial relationship which has existed between IFAWA and ILU will continue; and we expect to work in even closer cooperation in some respects, notably in research, and in the use of physical facilities where rooms or offices of one union can be of service to the members of the other."

The IFAWA convention re-elected all officers without opposition, as follows: President, J. F. Jurich, Seattle; vice president, Oscar Anderson, Seattle; secretary-treasurer, Jeff Kibre, San Francisco.

Officers to Conform To T-H Requirements

At the convention Mr. Jurich announced that, at the recommendation of the officers themselves, the executive board of IFAWA had ordered the officers to comply with requirements of the Taft-Hartley Act. (It is presumed this action had reference to the signing of non-Communist affidavits.)

The union re-iterated its argument for adoption by the United States of a price-support program for fishermen, somewhat similar to that now enjoyed by farmers.

The convention directed concentration of further unionization organizing in the Alaska, Oregon and Southern California sections of the coast.

C. I. O. Action Resented

Sharp criticism of the attitude of the national C.I.O. toward IFAWA was voiced in a resolution adopted by the convention; and the union's executive board was authorized to take whatever action it considered necessary to protect the union against its parent including non-payment of C.I.O. assessments.

Withdrawal from C.I.O., however, was placed outside the authority of the executive board and made subject to a vote of the membership.

Paragon Moves Office To Hoquiam Plant

The Paragon Packing Co. moved its accounting division from Astoria to Hoquiam about Feb. 1 and will consolidate almost all of its central office activities in the latter city, Frank B. Kistner, Hoquiam, general manager of the company, reported.

The company moved its payroll office to Hoquiam before the first of the year and only the sales office remains at Astoria.

Although the Hoquiam cannery and buying station of the firm remained in operation, the large Astoria cannery of the firm was closed during the past tuna and salmon season, Mr. Kistner said.

The Paragon company established a buying station and cannery in Hoquiam about five years ago.

Westgate-Sun Harbor Sign With AFL Union

Westgate-Sun Harbor Company, San Diego tuna packers have recognized the AFL Cannery Workers and Fishermen's union as the sole bargaining agent. Lester Balinger, union business agent declared, "The new company and our union look forward to a long period of good industrial relations."

For many years a huge neon sign, "Breast O'Chicken" tuna, greeted train passengers and motorists entering San Diego along the embarcadero. It has been transferred to the former Sun Harbor plant, foot of Crosby Street, and erected on the cannery roof, following the dismantling of the Westgate plant, foot of Juniper street.

A Fisherman depends on his Boat !

You know the old saying about a carpenter and his tools! It may hold true for a carpenter, but with a fisherman it's different. If his boat is poorly built, or unseaworthy or faulty in some way—he won't come in with the high catches! That's why AVONDALE TUNA CLIPPERS are queens of the fleet—because a fisherman knows they'll stand up to a sea, that they'll range with the best, that everything to the last scupper is designed and built to perform with the best. And then too—AVONDALE CLIPPERS are built of STEEL!

Avondale Marine Ways, INC.

MAIN PLANT: AVONDALE, LA. QUICK REPAIR PLANT: HARVEY, LA.

COMPLETE LINE OF PARTS FOR

HALIBUT LONG LINER

STAINLESS STEEL GROUND LINE

STAINLESS STEEL GANGION LINE

CLIP TYPE DIES

BALL MARKER DIES

CLIP MARKERS

BALL MARKERS

"QUINN" SNAPS

"QUINN" CONNECTORS

"NICRO"
LINE PRESS — HAND TOOL

MARINE SUPPLIES
SUNDE & d'EVERS CO.
COLMAN DOCK SUN-DE-A-DE-VARE SEATTLE, WASH.

'Copter Made Standard Equipment for Clipper

Helicopter supplied to the big steel tuna clipper *Espirito Santo* by Pacific Helicopter Company has been declared standard equipment on the vessel. It proved very helpful to Capt. Joe Machado and his crew in loading a great tuna fare of 508 tons, and also considerably shortened the cruise, according to Van Camp Sea Food Company officials.

Used primarily for scouting bait and tuna schools, the machine can also prove useful in transporting parts in case of mechanical breakdown on trips. Its chief advantages are in the tremendously broadened visibility it gives a crew in scouting a 30 to 50-mile radius of ocean; the great saving of time normally consumed in cruising "blind" for fish schools, and thus a saving also in fuel bills and wear and tear on machinery and equipment.

Pan-Pacific Builds Special Pier For Clippers

Pan-Pacific Fisheries, Inc., Terminal Island, has completed construction of a new unloading pier for tuna clippers in Fish Harbor. The wharf, equipped with electric hoists is 120′ long; 15′ wide. The cannery has another pier for unloading purse seiners.

The new facilities for handling tuna clippers were needed because during the past few months the cannery has increased the number of hook-and-liners delivering. Now under contract are the *Commander, Ocean Pride, Leona C, Charlene, Calistar* and *Santa Margarita.* Tuna seiners under contract include, *Pan-Pacific, Venus, Redeemer, Courageous* and *San Pedro Boy.* The combined tonnage of these vessels give the cannery a potential per trip of 2,000 tons.

Wingard Moves Offices

L. G. Wingard Packing Co., operating on the Ugashik, which long made its headquarters in the 1411 Fourth Avenue Bldg., Seattle, has moved its offices to a new building adjoining Mr. Wingard's home at 10457 Maplewood Place—just south of the city limits, near the Fauntleroy ferry dock: phone AValon 1903.

Mr. Wingard says a prime purpose of the move was to get away from the constant interruptions of a downtown location. His operating plans had not quite "jelled" in early February, but he expressed himself as not very enthusiastic over the season's prospects for Bristol Bay.

Underground Tuna Flume System For High Seas

Tuna clippers delivering to High Seas Tuna Packing Company, San Diego, the associate cannery of French Sardine Company, will be unloading at the latter's Terminal Island canneries probably until sometime in April.

High Seas was unable to flume tuna deliveries in February due to a complete new system for unloading, made necessary by division of Point Loma into two areas, for commercial and pleasure boats. The San Diego Harbor commission is doing this by joining the protective Shelter Island to the mainland, thus severing the two areas.

The High Seas cannery is located in the pleasure area, adjoining the San Diego Yacht club. Here it will stay, but its unloading facilities are to be located in the commercial area, 600′ away. All present facilities of docks, its Standard Oil marine service station and icing plant are being located adjacent to the unloading system, which is to be similar to that installed some years ago by the former Westgate Sea Products cannery. For High Seas there will be three underground tubes, 550′ long and 24″ in diameter, with separations at two new docks to permit simultaneous unloading of three clippers.

At the cannery end the tubes empty into a deep sump, from which three elevators will carry fish up to the weighthouse.

While this change is going on, Manager Earl M. Nielsen is modernizing his plant. The entire outside of the cannery is to be stuccoed. Two new boilers, each 350-hp. and now located across the street from the main cannery, have replaced two original ones. An underground conveyor will transfer filled cans to the warehouse.

Within the plant itself there will be a shiny array of stainless steel in two new complete cleaning and packing tables, and new steel butchering tables. Four automatic solid packers are being installed in connection with the new tables.

Eureka Lazio Co. Totals 250 Cases of Albacore

The Tom Lazio Fish Company at Eureka wound up its canning operations for 1949 with a total of 250 cases of Albacore, packed during the phenomenal run of the fish off the northern California coast last fall. Tom Balestrieri was in charge of the packing operations.

Skipper Joe Machado of Van Camp's big steel clipper *Espirito Santos* climaxed his 1949 tuna cruising with the largest individual tuna fare ever delivered by a "standard" tuna clipper, 508 tons. For the year 1949 he made three trips and flumed 1,380 tons. The all-time record fare was unloaded in 1949 by Skipper Charles Kaufman, who delivered 540 tons to French Sardine, but the *Scarlet Queen* is a converted tuna vessel. The friendly rivalry between Skipper Machado and Johnny Tasso, of the sister clipper *White Star* continued throughout 1949, with Capt. Tasso nipping his friend Joe for tonnage honors for the year by three tons, the *White Star* fluming 1,383 tons for three trips. *Espirito Santos'* great trip was the last of the year and was accomplished with the aid of the Pacific Helicopter Company machine, first 'copter to accompany a tuna clipper. It found the fish and shortened the trip by possibly 20 days.

Whiz-Halferty Getting Set For Season's Operation

Whiz-Halferty Canneries, Inc., are already making active preparations for the clam and salmon seasons, and expect to have everything ready for the spring opening.

Frank McConaghy, general superintendent, went north in mid-February, accompanied by Orin Kuhnley and Peter Trones for Kodiak, Vernon Paulsen and Olaf Franswog for Cordova, superintendents and foremen for the respective canneries, to start work on some mechanical changes. Mr. McConaghy expected to return to Seattle after a couple of weeks.

The Kodiak plant is adding a complete line of razor clams, including washing and cleaning equipment built by the Halferty company, and American Can Co. closing machine and reforming line for halves; while at Cordova the canning machinery is being transferred from the former Gilbert plant to the Halferty cannery.

California Fishermen Add to Their Fleet

Kettenburg Boat Works, San Diego, were busy last month with additions to Southern California's Albacore fleet. *Golden Star*, a *K-38* for Frank Stanovich, John Oreb and M. Maturich, San Pedro was launched February 12. She has a 3-cyl. General Motors, with 3:1 G.M. reduction, and a 1¾" Monel metal tail shaft.

Another *K-38* is for Aaron Michaels, Jr., Santa Monica. This boat, 70th in Kettenburg's long string of 38' Albacore boats, is to be powered with a Chrysler Crown, 3.95:1 reduction. A 35' V-bottom combination, for Harold Robirds, San Diego, will have a Chrysler Royal, 140-hp., with 2½:1 reduction.

An interesting installation in a new 18' Kettenburg tuna tender for the clipper *Yolande Bertin* is a "Fathometer Jr.", and a Radiomarine Model ET-8044 radiotelephone, 5-watt. The sonic depth finder is to facilitate finding bait schools, while the RCA phone is primarily to keep the tender in constant communication with the parent clipper.

Van Camps Install More Tuna Can Unscramblers

Harry Reed, United Sales & Engineering Company, Los Angeles, reports delivering two more Harris flat tuna can unscramblers to Van Camp Sea Food Company. One is the second delivered during the past few months to the San Diego plant, making four in all being used there. The other went to one of the Terminal Island plants. These unscramblers have a capacity of 1,500 cans per minute, with no drop-outs.

Elmo Jack Reports Trade Develops Well

Surviving in excellent condition two operations and a temporary retirement spent in the Pacific Northwest, Elmo C. Jack, doing business in Southern California as E. C. Jack Brokerage Company for 15 years, considerably developed his fish and seafood brokerage business in 1949.

Operating from a new address, 405 Stanford Avenue, Los Angeles, where he fitted out modern general offices, he expanded his business, not only with shippers from every producing area in the U. S., but also with the rapidly-growing consumer package fish and seafood products.

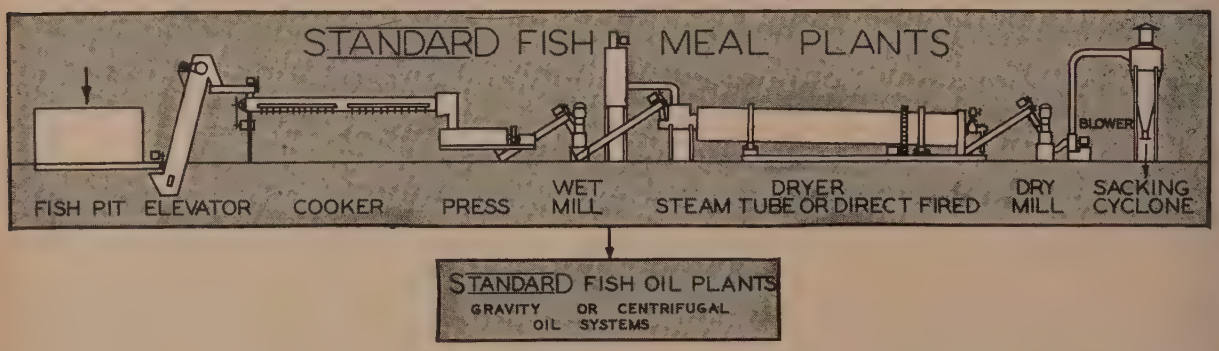
Mr. Jack handles distribution on an exclusive basis in Los Angeles district of fresh, frozen, salted and packaged products of New England Fish Company, Whiz Fish Products, Eardley Fish & Fillet Company, Palace Fish & Oyster Co., and others in Seattle.

F. Alioto Fish Company, San Francisco; Tom Lazio Fish Company, Eureka; Port Norris Oyster Company, New Jersey; Lester & Toner Oyster Company, Long Island; International Fisheries Corporation, New York, and other eastern shippers. The brokerage firm also imports large quantities of totuava—Mexican sea bass—from the Gulf of California, and has wide distribution for Gulf of California fresh and frozen shrimp.

Einar Rolie Dies

Einar A. Rolie, 51, Ketchikan fisherman and owner of the boat *Ellen*, died at the Marine hospital in Seattle late in January. Funeral services and burial were in Seattle. Rolie, born in Norway, had fished for many years on Seattle and Ketchikan halibut boats before buying his own small combination boat.

STANDARD *Builds* COMPLETE EQUIPMENT FOR THE FISH PROCESSING INDUSTRY



STANDARD is one of the world's leading designers and manufacturers of modern machinery and equipment for the fish processing industry. STANDARD'S many contributions to the industry are widely recognized, for STANDARD fish processing plants are in use throughout the world today. Operators realize that STANDARD plants are practical plants, incorporating all the improvements and heavy duty characteristics developed in STANDARD'S forty years of serving the fish industry. Above all, a STANDARD plant must make profits for its owner.

STANDARD manufactures complete Meal and Oil Plants and Fish Canneries for all types of fish as well as the component units to modernize or increase the capacity of existing plants.

To give the fish industry a complete service in the engineering and construction of profit-making plants, the STANDARD organization provides: Research and Development, Process Engineering, Mechanical Design, Shop Fabrication, Field Erection, and Initial Operation. No problem is too small for our attention . . . we welcome inquiries from all sections of the globe.

STANDARD STEEL CORPORATION

Boyle Ave., Los Angeles, Calif. **Cable Address: STANSTEEL**

Alaska Board Initiates Troll and Cod Research

Clarence L. Anderson, Alaska territorial director of fisheries, stopped off in Seattle the first few days of February, en route back to Juneau from a trip to Washington, D. C., where he went at the invitation of Albert M. Day, Fish & Wildlife Service director, for conference on the Alaska regulatory program.

In Seattle Mr. Anderson took preliminary steps toward engaging two fishery biologists—one to study the Southeast Alaska troll fishery, and one for research on black-cod: lines of investigation that have not hitherto been developed. He also conferred with Howard Wakefield of Wakefield Fisheries and Wm. R. Walton of Sitka, members of the territorial Fisheries Board; discussed some conservation problems with Dr. Wm. F. Thompson of the University of Washington, and visited friends in the State Department of Fisheries.

Development Aims

An important objective of the territorial board, he says, is to develop small local fishery industries at many Alaskan points which will give employment to resident fishermen and workers through a great part of the year, and at the same time provide a wider variety of products, both for local use and for shipment. He is impressed by the fact that Alaska now imports, from far-distant regions, a number of fishery items that he believes could be advantageously produced locally.

Just now the board is engaged in a two-months' exploration program within a 40-mile radius of Juneau, with the aim of developing a shrimp fishery based at that point. This work is being done by Harry Chrisman, working with both pots and trawl on his combination troller and drag-boat; and from preliminary indications it is hoped that shrimp will be found plentiful enough to warrant a processing industry at Juneau.

Eastern Observations

Speaking to PACIFIC FISHERMAN of his Washington conference, Mr. Anderson expressed high appreciation of the courtesy shown by the federal service. As for the outcome he said, "We were in agreement on some points; compromised on some, and remained in disagreement on others."

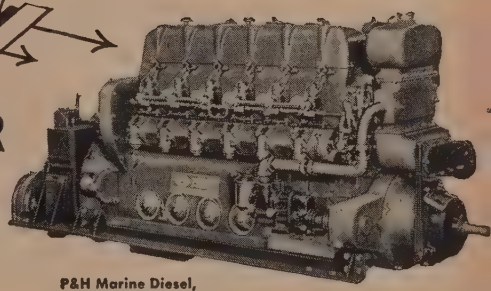
He took the opportunity, also, to drop in at the National Canners' convention at Atlantic City, where he found fish canners well represented. He attended several meetings of special interest from the fisheries standpoint, including Dr. Thompson's illustrated talk on the Alaska research program, and a panel discussion of proposals to separate the government's fishery administration from the wildlife management functions.

McGoverns Name Brokers For New York Area

Kennedy Menke Company have been appointed to represent McGovern & McGovern, Seattle salmon factors, in the metropolitan New York area, and the contiguous territories which their men service regularly. McGovern & McGovern have a full line of Alaska, Puget Sound and Columbia River salmon, as well as Fancy Northwest Albacore tuna, and other Northwest fishery products.

P&H MARINE DIESELS
2-CYCLE

NOW
MARINE POWER
at Its BEST!



P&H Marine Diesel, 6-cylinder, 145 h.p., 2-cycle.

Now . . . for the first time a marine diesel with all major castings of lightweight, corrosion-resistant alloys. This means *less* weight per horsepower, *greater* payloads.

The new P&H Marine Diesels offer you rugged design — proved performance. They provide new advantages in interchangeability of parts — unmatched ease of servicing.

Here, in P&H Marine Diesels, is the trustworthy, economical power you have wanted. Models from 20 to 145 h.p., 1, 2, 3, 4 and 6 cylinders. Write for information.

FASTER, EASIER SERVICING!

The patented P&H Diesel cylinder head and liner assembly is replaceable in only 40 minutes—*without* dropping the pan! By simply replacing these after years of service, you can have a virtually new engine.

P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
PORT WASHINGTON P&H WISCONSIN, U. S. A.

Oxnard Firm Closes Ocean Frontage Deal

Negotiations have been completed by the Oxnard Canners, Inc., Monterey, with the San Luis Obispo county supervisors for a lease to permit unloading of fish at Morro Bay. At present the company will truck fish to Monterey; eventually, however, the ocean frontage and wharf facilities may be used for canning or reduction plants, under terms of the lease. S. A. Ferrante handled his company's negotiations.

Eureka IFAWA Elects Hamblock President

Ray Hamblock, widely known Eureka fishing boat skipper, was elected president of Local No 38, International Fishermen and Allied Workers (CIO) at the annual balloting of the organization Jan. 13. Hamblock defeated Jack Curry, the other nominee, and by tradition Curry becomes vice-president.

J. A. GREEN, president of Pacific American Fisheries, Inc., Bellingham, is taking a month's pre-season vacation in Southern California and Arizona. Mr. Green was kept away from work by illness the greater part of last year, but was able to be at his desk for a few months around the year-end and hopes to be "hitting the ball" as usual this season.

Coast Cat Food Flown For Angus Ward Cats

"Puss'n Boots," Coast Fishing Company's famous brand of cat food, packed at Wilmington, was flown to China to feed Mrs. Angus Ward's hungry cats. Angus Ward was the consul general who was held prisoner, together with his wife and family, by the communists. Altogether food was scarce for all, Mrs. Ward had managed to keep her cats during the long imprisonment. Coast Fishing Company, headed by J. R. "Racy" Biven, supplied 15 lbs. of their nationally-distributed cat food and an-American flew it to the Orient.

Halferty Plans Usual Razor Clam Operation

Notwithstanding the drastic restriction of razor clam digging by the state of Washington, G. P. Halferty & Co. are going ahead with their usual operation at Aberdeen for the season opening March 1, according to H. H. Horchover, vice-president.

R. O. "BOB" COLE, formerly with The Borden Co., Santa Barbara and Eureka, and later with Hallmark Fisheries, Eureka, is now connected with Fortune Fisheries and J. D. Williamson Sales Co., San Francisco.

Two High-Powered Boats On Ways for Canadian Co.

More power per foot than any other British Columbia fishing vessel will possibly be the boast of two boats at present on the ways of Sterling Shipyards, Ltd. for Canadian Fishing Co.

Dimensions of these craft—combination salmon and herring seiners—are 65′ length, 17′ 4″ beam, with 8′ 9″ depth. Their lines and general construction will be conventional and in appearance they will resemble the vessels *Cape Chacon* and *Cape Churchill* which were launched by Sterling Shipyards several months ago for Canadian Fishing Co.

The power plant of one of these vessels will be a DCMR 2505 giving 230 h.p. Choice of engine has not been determined for the other vessel, but the horsepower will probably be about the same.

In addition, Sterling Shipyards are building a boat of similar size for Frank Tomasich, which will have a Buda DCMR 2505 engine developing 1000 RPM. An air starting motor is being installed, and total power will be 250 h.p.

All three boats are expected to be ready for service next May.

For the Tables of the Nation

Prime Quality
FILLETS
QUICK-FROZEN

All varieties of North-Pacific fish

ROCKFISH • PETRALE SOLE • ENGLISH SOLE • TRUE COD • LING COD
SABLEFISH • HALIBUT • SALMON

EARDLEY FISH & FILLET CO., INC.
PIER 62 PHONE SEneca 0755 SEATTLE 1, WASHINGTON

Libby, McNeill & Libby Announce Plans for 1950

Changes in Libby, McNeill & Libby's Alaska operations for 1950, as indicated by preliminary plans announced by Guy V. Graham, salmon division manager, will include fishing only at the Ekuk plant on the Nushagak side of Bristol Bay, whose fish will be canned through joint operation in the Alaska Packers Associations' Clark's Point cannery; the usual active fishing operations at Yakutat, where the cannery will remain closed; and canning of both Yakutat and Taku fish through joint operation in the New England Fish Co.'s cannery at Chatham.

Active operation is again planned at Koggiung on the Kvichak, where Willard E. Smith continues as superintendent, with Les Hooey as assistant. Jim Ekern, Ekuk superintendent, will supervise fishing operations on the Nushagak side, and Glen Collar, superintendent at Libbyville, in addition to looking after fishing operations there will also be assigned other duties while that plant remains inactive.

At Egegik, the joint operation in the Alaska Packers Association cannery will be continued. All Libby's operations to Westward are under the general supervision of Kenneth Kent, district superintendent.

Except in arrangements for canning the Yakutat and Taku catches, activities in Central and Southeast Alaska will be on about the same basis as last year. During the past month most of Libby's superintendents have been making their usual visits to the cannery districts: Archie Pearmain, Kenai superintendent, covering Cook Inlet, and Ray McFarland, Moser Bay superintendent, going to the Kodiak area; while Harold Heaton, Southeast Alaska district superintendent, has been looking over the canneries in that area, including Yakutat, accompanied by Ray Woods, recently placed in charge at Yakutat.

Lars Nerland also visited George Inlet, where he remains in charge; and J. A. Torwick, superintendent for Craig and Klawock, made a trip to that district. A. E. Allen is again in charge at the latter plant, under Mr. Torwick's supervision.

The long-pending deal for sale of the Klawock cannery (owned by the Demmert Packing Co.) to the Klawock Cooperative Association (natives) was consummated early in January, but it continues for this year under lease to Libby, McNeill & Libby, whose plans include its operation as usual.

Mr. Graham went east in February for his usual winter conference with E. E. Willkie, vice-president in charge of fish products, and other company officials. The annual meeting of members of Libby's Seattle salmon division staff—superintendents, foremen, bookkeepers, etc.—to discuss details of the season's program was set for March 9, the day before the industry's Salmon Research Conference.

FRED O. PARRY, office manager for the Snug Harbor Packing Co., Seattle, spent the holiday season on a plane trip to his former home near the English-Scottish border. He found living conditions in Britain decidedly "austere"—for one thing, there was no Scotch to be had in Scotland. Returning, he flew over Iceland, which was getting a nice warm rain—he found more ice in Seattle when he got home in mid-January.

CALL ON PIONEER FOR NEXT SEASON'S REPAIR AND BUILDING SUPPLIES

One order . . . one call . . . one supplier . . . PIONEER can take care of *all* your needs. Pioneer can deliver maintenance and construction materials needed to put your cannery, fishing fleet, or other business in first-class condition, now!

Pioneer's large stocks of materials ready for immediate shipment include: exterior and interior paints of all kinds, AAA marine coatings, marine black, boot topping, anti-fouling paint, marine varnishes, concrete mixes, gravel, sand, refractories, roofing, wall board, insulation, and Albi-R fire-preventing paint.

For over 20 years, Pioneer has been supplying needs of Alaska fishing and construction trades. For quick service on maintenance, repair and construction problems, call on PIONEER!

PIONEER SAND AND GRAVEL CO.

901 FAIRVIEW N. • SEATTLE 11 • MA 2900

ADAMS' BEST

PROTECT
YOUR CATCH with Adam's Best!

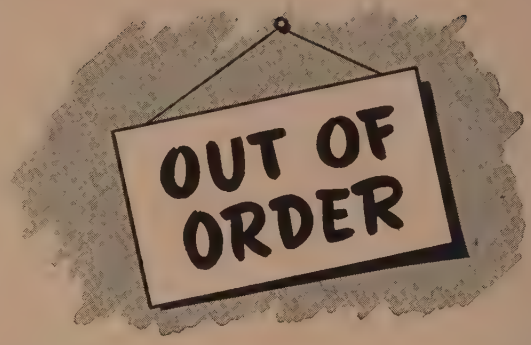
Whatever your specific type of fishing, you can be sure that Adams Netting will never let you down! No wonder so many fishermen are buying Adams Nets.

First trip out they get that wonderful satisfaction of knowing that come what may, Adams Nets have the stamina necessary to bring those profitable maximum loads aboard ship. They're great nets for "bringing home the bacon"—you know the kind of bacon that comes on green paper and is printed by Uncle Sam . . . Once you buy Adams Netting you will know the full value of perfect workmanship, uniformity and quality.

ADAMS NET & TWINE CO.
701-3 NORTH SECOND STREET
ST. LOUIS, MO.

LIST OF PACIFIC COAST DEALERS

SEATTLE MARINE & FISHING SUPPLY CO., Seattle, Wash.
Englund Marine Supply Co., Newport and Astoria, Ore.
San Diego Marine Hdw. Co., San Diego, Calif.
A. D'Acquisto & Sons, Monterey, Calif.
Angelo D'Acquisto, San Francisco, Calif.
SEASIDE SUPPLY STORES, INC., San Pedro, Calif.



Fish Don't Understand About Breakdowns

Better Use VILTER Refrigeration —You Can Depend On It

When your refrigeration equipment breaks down, you lose money—you can't ask a fish to be patient and wait a little while. The best way to guard against breakdowns is to buy equipment that is built to stand up, equipment that won't fail when you need it most.

Vilter equipment has been ordered and re-ordered since the beginnings of mechanical refrigeration because it *does* stand up longer, because it can be depended on for years of satisfactory service. Vilter builds every major component in its own plant to assure maintenance of the high Vilter standards which mean longer life and more stamina.

VILTER is the Best Buy

There's a Vilter representative nearby. He'll show you how to make increased profits with Vilter Refrigeration. You can see for yourself why you'll be ahead with Vilter equipment.

Vilter
REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY
MILWAUKEE 7, WISCONSIN
Ammonia and Freon Compressors • Pak Icers • Evaporative and Shell & Tube Condensers • Pipe Coils • Valves and Fittings

Fillet Tariff Quota Slightly Lower in 1950

A little good news, but not a lot, rang out for the trawl and fillet trade in the announcement that the Bureau of Customs has fixed the tariff quota for fish fillets imported into the United States during 1950 at 26,235,738 pounds. This amount of fish fillets may be imported at the 1-7/8 cents per pound duty. Anything over the quota carries a 2½ cent per pound duty. Of course, only one-fourth of the total tariff quota can be brought into the country during any quarter at the 1-7/8 cent rate. In 1949, the tariff quota was 26,881,369 pounds.

The Customs announcement states: "Such quota is 15 per centum of the average aggregate apparent annual consumption of such fish during the three calendar years immediately preceding the year for which the quota is established, or 15,000,000 pounds, whichever quantity is greater."

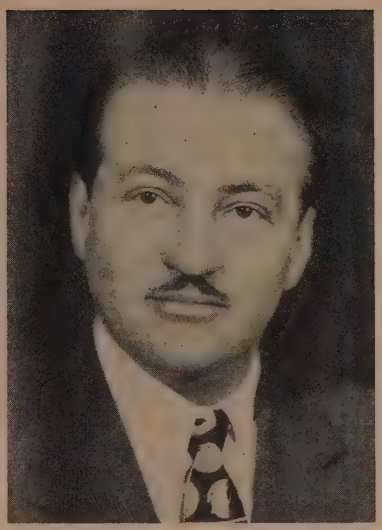
E. T. Meakin Honored On His 75th Birthday

E. T. Meakin, pioneer in the Pacific Coast fish processing business, and head of California Press Manufacturing Co., Polarine Fisheries, and Tamalpais Fishing & Packing Co., was guest of honor at a luncheon given by his son Edgar M. Meakin at the St. Francis Hotel, San Francisco, last month, the occasion being Mr. Meakin's 75th birthday.

Among the 22 close personal friends and associates who gathered to pay him honor were: Burnam Enerson, attorney; Walter Madigan and Harold Ellis, James Farrell & Co.; Julian Burnette, Richmond Fisheries; Brayton Wilbur and E. W. Lockwood, Wilbur Ellis Co.; Walter Slack, attorney; J. J. "Curly" Dorsey, Polarine Fisheries and Tamalpais Fishing & Packing Co., and the following from the California Press Manufacturing Co. personnel: Aldo Alessio, Wayne Lobdell, and Walter Housler.

The principal speech was made by Mr. Meakin's brother-in-law Walter Neal. A letter of congratulation signed by more than 30 Pacific Northwest and Alaska fish canners and processors was presented to Mr. Meakin at the luncheon.

Earlier in the month Mr. and Mrs. Meakin had entertained more than 300 guests who gathered to honor their Golden Wedding, at the Meakin home in Orinda.



Paul C. Stamm, partner in the Chicago firm of Stamm-Schulman & Co., notable distributors of frozen foods.

Ascorbic Acid Found To Aid Salmon Fillets

Experimental work being done on the freezing of Pink salmon fillets at the Ketchikan fish products laboratory is reported by J. M. Lemon, chief of the FAWS technological section, to indicate that dipping the cut fillets in a solution of ascorbic acid before freezing "showed a marked improvement over undipped fillets."

Use of ascorbic acid in the glaze gave no material benefit; and the same was true of dipping in a solution of ascorbyl palmitate. He indicated also that skinned fillets gave a much poorer product than those which had not been skinned.

Pink salmon have long appealed to the industry as offering wonderful opportunities for filleting, *providing means could be found for overcoming the marked tendency of frozen Pink salmon to become rancid in storage.*

If ascorbic acid can overcome this condition, the market for this crystalline Vitamin C would be enormous, as would the opportunity for extending the market for Pink salmon by developing the latent market for the fish in fillet form.

E. E. Engstrom Seeks Alaska Legislative Desk

Elton E. Engstrom, of Juneau, one of the best known fish buyers in Southeast Alaska, has filed as a candidate for the Territorial Senate. He is a Republican.

The primary election is to be held in April.

Frozen Foods Registered Great Progress in 1949

"The year 1949 will be remembered in the frozen food industry as the most progressive year to date in the history of the industry," is the view of Paul C. Stamm, one of the partners in the Chicago firm of Stamm-Schulman & Company, notable distributors of frozen foods.

Mr. Stamm cites new methods of packaging, new types of packages, together with the use of colorful printed overwraps and the addition of more descriptive material regarding methods of preparation and handling as some of the progressive steps which have accelerated frozen food sales.

He expects even more in the future, and says: "Further improvements will completely overshadow the great forward strides that have already been made, and 1950 should prove the year in which processors slant their commodities to fit the users' requirements. We predict a tremendous up-surge in the demand for frozen shrimp as a result of the more convenient users' packages and the greater acceptance of shrimp as a delicious, healthful food."

Hydaburg Cold Storage Preparing for Season

Herbert T. Kittlesby, manager of the native-owned fish plant at Hydaburg, Alaska, returned to the Seattle office the first of February after a ten-days' visit to the plant, but expected to go north again early in March. He says the new cold storage, not completed in time for last season, is being readied for its first year of active operation, and will be prepared to freeze all kinds of fish and shellfish of the district on a regular commercial basis.

Tenneson to Reduce Emphasis on Albacore

Columbia River Salmon Co., Astoria, plans this season to be as active as ever in salmon canning, with hope of a much better run than last year, according to Jack Tenneson, secretary and manager. He says, however, that operations in the Albacore tuna department will be pretty closely limited to packing the catch of boats having definite arrangements with the company.

CLARENCE L. OLSON, formerly chief of the Alaska division of the U. S. Fish & Wildlife Service and more recently on the Pribilof Island fur-seal management staff, was recently appointed general manager of the Pribilof activities, succeeding Edward C. Johnston.

4 reasons why a Universal is your best buy!

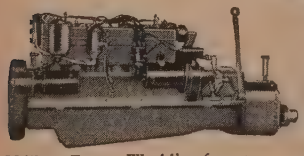
1. *First Cost.* Universal prices are, in many cases, even lower than those of "converted" motors. Yet you get more costly 100% marine design and construction with a Universal.

2. *Operating Efficiency.* Universals are famous for their fuel economy. It's because they are doing the job they were intended to do — powering your boat — that operation costs are less.

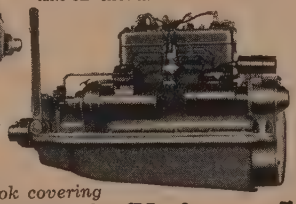
3. *Long Life.* Every requirement for sea service is met by Universal 100% design —with special features that assure distinctly longer life.

4. *Faithful Service.* You can depend on a Universal. Reliability is engineered in because every model is a genuine marine motor. Each therefore performs better in marine service. Your fishing dollars go farther when you buy a Universal!

Sea Lion Six. The last word in the 260 cubic inch class. For 110 smooth, flowing horsepower that will give you years and years of low cost service.



Super Four. A real friend of fishermen! Smooth, powerful, lasting, 50 HP. Reduction gear model with forward end clutch and power take-off shown.



Utility Four. World's fastest selling genuine marine four for powering fishing boats. Faithful service, longer lasting. 25 HP. at 2500 r.p.m. 95 cu. in. piston displ.

Write for free 40-page handbook covering all models 8 to 110 horsepower. Also ask about the Universal True-Marine Electric Plants.

Universal 100% MARINE MOTORS

Universal Motor Co.

Founded in 1898
423 Universal Drive, Oshkosh, Wisconsin
THE WORLD'S LARGEST BUILDER OF 100% MARINE MOTORS

Seattle—Pacific Marine Supply Co. San Francisco—Thomas A. Short Co. Los Angeles—Shepherd Diesel Marine. San Diego—Shepherd Diesel Marine. Honolulu—McWayne Marine Supply Co. Prince Rupert—Edward Lipsett, Ltd. Vancouver—Edward Lipsett, Ltd. Victoria—Edward Lipsett, Ltd.

"GOLDEN MIST"

Fancy Alaska and Puget Sound Sockeye

SALMON

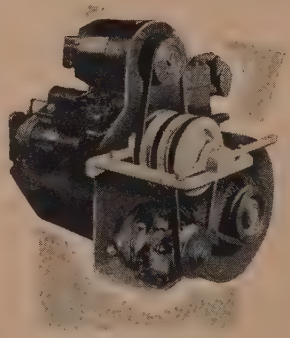
Carefully handled and Vacuum packed from Vitamin-rich Ocean-Fresh Fish in our modern, sanitary canneries, "Golden Mist" Salmon offers you the utmost in flavor, texture and attractiveness. WHIZ also offers you a quality line of fancy canned Albacore Tuna and Crab Meat packed under the popular "Golden Mist" label.

WHIZ FISH PRODUCTS COMPANY SEATTLE, WASH.

WHIZ FISH PRODUCTS CO.

Producers and Distributors of Selected Sea Foods

2000 Alaskan Way, Seattle 1, Wash.



ALBINA

GET MORE WORK FROM WORK BOATS

Utility

POWER TAKE-OFF

Put this compact utility power take-off in service in your boat. (Approx. weight 25 lbs.) Unit is chain or lever operated and you get additional power instantly. Requires no attention, built to fit any marine motor.

OPERATES
- COMPRESSOR
- ICE MACHINE
- CRAB WINCH
- GURDY
- BILGE PUMP
- ANCHOR

OUTLASTS THE LIFE OF YOUR ENGINE

ATLAS ANCHOR WINDLASS

Two-speed electric windlass with gypsy. Model 3 operated by ¼ h.p. electric motor and will raise 50-lb. anchor 36 ft. per min. at low speed and 72 ft. per min. high speed. Larger sizes available.

Write for illustrated literature.

2100 N. ALBINA AVE.
PORTLAND, OREGON

ALBINA ENGINE & MACHINE WKS.

FRANK WRIGHT NAMED PRESIDENT OF NORTHWEST SALMON ASSN.

Frank Wright, secretary-manager of the Pyramid Fisheries Co., Sitka, was elected president of the Northwest Salmon Canners Association at its meeting Feb. 8, succeeding Milton G. Brown of the Ellamar Packing Co., who retired after two years of service.

All nominations brought in by the nominating committee (consisting of Laurence Freeburn, Walter Sharpe and A. P. Wolf) were unanimously approved. The other officers remain as before: E. M. Brennan of P. E. Harris & Co., vice-president, and Jack P. Wolf, secretary-treasurer. Directors named for the ensuing year are W. A. Estus of the Cook Inlet Packing Co. and Past Presidents Brown, Vance F. Sutter of the Fidalgo Island Packing Co. and C. F. Johnson of the Port Ashton Packing Corp.

Mr. Wright is one of the younger generation of salmon canners, who for some years has taken increasing part in the united activities of the industry. His father was long a prominent factor in the business, having served several terms around 1920 as president of the Association of Pacific Fisheries.

Insurance Rules Burdensome

Principal subject of discussion at the Feb. 8 meeting was the effect of new fire insurance rules put out by the Board of Underwriters which, if carried out, would materially increase insurance costs or cause great difficulty in the handling of motor fuel and similar inflammables around the Alaska canneries. It was pointed out that Alaska cannery insurance cost had already increased more than 100% in the past ten years; also that no cannery fires, as far as anyone could remember, have originated from gasoline.

The subject was regarded as one calling for considerable study, and it was hoped that further discussion with the underwriters might result in some alleviation.

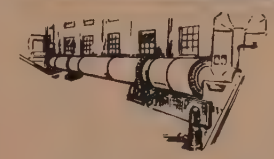
Frank Wright of the Pyramid Fisheries Co., Sitka, new president of the Northwest Salmon Canners Association.

Hydraulic Deck Gear For Halibut Schooner

The halibut schooner *Portlock*, owned by Carl Johnson of Seattle, has installed a new halibut gurdy with hydraulic converter at the Jules Engine & Equipment Co., Seattle.

NEW GLOUCESTER PLANT
Turns Waste into Profits!
with ENTERPRISE *Process Machinery*

The opening of the Gloucester By-Products Company plant marks an important stage in the rapid progress of this aggressive fishing port . . . and the story of its waste conversion methods sets an example for the whole industry. From the initial storage of the raw material through cooking, pressing, fluffing, drying and grinding into finished products, the whole job is done with Enterprise Process Machinery, engineered by experts to meet the specific requirements of the Gloucester plant.



Enterprise Process Machinery in the new Gloucester plant includes: 72" diameter 60' Continuous Rotary (STD) Steam Tube Dryer and Enterprise Vertical Mill.

CD-30 Direct Steam Cooker, PF-24 Continuous Screw Press and EVM-3S Vertical Mill for grinding wet press cake.

This and other Enterprise quality equipment sets the pace for production with profit in leading plants the world over.

ENTERPRISE *Process Machinery*

PROCESS MACHINERY DIVISION OF ENTERPRISE ENGINE & FOUNDRY COMPANY
18TH AND FLORIDA STS., SAN FRANCISCO 10, CALIF. • *Offices in Principal Cities*

SAN JUAN BRAND

TRADE MARK

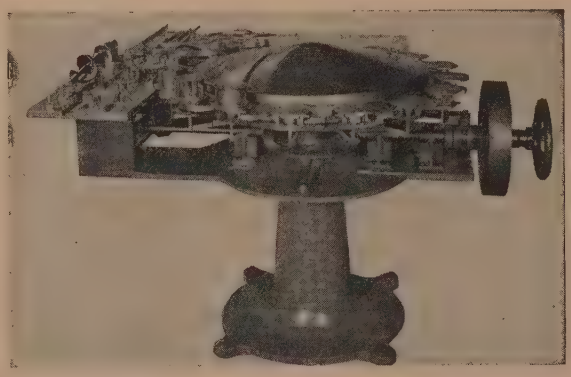
Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 14, U. S. A.**



LETSON-BURPEE
WEIGHING MACHINES

Accurate to a fraction, and almost human in its performance, the LETSON-BURPEE Can Weighing Machine safeguards your pack and protects profits by automatically rejecting both underweight and overweight cans.

- **RENNIE SALMON SCRUBBERS**
- **LETSON-BURPEE CAN WASHERS**
- **LETSON-BURPEE SALTING MACHINES**

Exclusive U. S. A. Distributors

F. A. GOSSE COMPANY

"Purveyors to the Epicurean World"

1800 EXCHANGE BUILDING · MA. 0475 SEATTLE 4, WASH.

AHOY!

You Can Do the Job Better with

STAY-TITE MARINE PRODUCTS

- ★ STAY-TITE CAULKING COMPOUND — greater coverage per pound. Mahogany, gray, or black.
- ★ STAY-TITE WATERPROOF GLUE —not affected by moisture.
- ★ STAY-TITE SEALER—stops leaks in deck seams. Remains pliable.
- ★ STAY-TITE WOOD CRACK FILLER—for floors, walls, tile, etc.
- ★ STAY-TITE XXX CEMENT — for laying linoleum, felt, canvas, etc.
- ★ STAY-TITE WOOD PRESERVATIVE — prevents dry rot and growths.
- ★ STAY-TITE MILDEW PROOFING—stops mildew and fungus.
- ★ STAY-TITE WATERPROOFING for Canvas and Fabrics.
- ★ RUSTGO—Rust Remover.

Your Marine Supply Dealer Carries Stay-Tite Products— or Can Get Them for You — See Him Now

STAY-TITE PRODUCTS CO., Dept. PF, 3107 Detroit Ave., Cleveland 13, O.

"THE HOUSE OF FRIENDLY SERVICE"

NORDBY
SUPPLY COMPANY

FISHERMEN

Come in and have a demonstration of the new PAR 88 Radio Transmitter.

It's a sensation at $195.00

Time to get "PETTIT" Marine Paints, too

1200 WESTERN AVE., EL. 1364 SEATTLE 1, WASHINGTON

WATER STREET KETCHIKAN, ALASKA

"Reefer King" After Crab

.Wm. D. Suryan and George Kearney of the Bristol Bay freezership *Reefer King* have been busy the past month outfitting for a King crab operation prior to the salmon season, planning to take the vessel north late in March. Crabs will be received from three dragboats fishing on independent lay (identity not announced at presstime), to be cooked and frozen on the *Reefer King,* which later in the season will seek a cargo of frozen Red salmon.

Handling of King crabs was one of the original objectives of the *Reefer King,* but the owners limited their attention to salmon in her first two seasons of operation.

Shrimp Operator Checks On Reduction Plant

Eduardo Rodriguez, chief engineer of the Gulf of California's greatest shrimp freezing plant of Pesquera de Topolobampo, located at Topolobampo, Sin., was in Los Angeles during February. Recently this plant was greatly enlarged with new equipment for the refrigeration system, supplied by R. E. Manns Company. Mr. Rodriguez also talked with Harry Reed, United Sales & Engineering Company on possible plans for installation of a small reduction plant at Topolobampo. Output of the freezer, which has a capacity of 25 tons of sharp-frozen shrimp daily, is handled by Marine Products Company, San Diego, under the "Ocean Garden" brand.

Canning Pismo Clams

San Diego Packing Company is continuing its activity of packing Pismo clams from Lower California, which is a separate operation from its extensive tuna packing. In January the company packed 3,624 cases, in ½-lb. round cans.

Pacific Oyster Seed Planting

District—	1950 Seed Orders— Unbroken Cases	Broken Cases	Kamamoto Cases	*Total Cases*	1949 Total Cases	1948 Total Cases
British Columbia	1,635	3,532	.....	*5,167*	4,829	2,675
Washington:						
North Puget Sound	3,412	2,000	40	*5,452*	5,885	5,562
South Puget Sound	1,724	3,748	240	*5,712*	4,544	1,962
Grays Harbor	1,100	450	.....	*1,550*	1,450	1,150
Willapa Harbor	5,650	10,250	172	*16,072*	17,495	14,685
Oregon:						
Yaquina Bay	1,000	.....	.....	*1,000*	1,800	1,250
Coos Bay	3,600	300	.....	*3,900*	230	3,400
Tillamook	1,250	2,300	25	*3,575*	2,500	1,005
Alsea Bay	.....	.....	.....	.....	130	300
Reedsport	500	.....	.....	*500*	.....	.....
California	600	.....	.....	*600*	350	850
Totals	20,471	22,580	477	*43,528*	39,213	32,839

John L. Wiegardt, president of the Pacific Oyster Growers Association, who is in Japan inspecting the 1950 oyster seed prepared for shipment to this coast.

LA VERNE WAKEFIELD of Wakefield Fisheries, Seattle, and *G. BRADLEY DALTON,* business manager of the Alaska Herring Skippers Association, spent the second week of February on a trip to Washington, D. C., on invitation of A. M. Day, director of the U. S. Fish & Wildlife Service, to confer with the Service on this year's herring program.

Swordfish Promotion Launched in S. F. Market

Wilbur-Ellis Company last month launched a program to make swordfish, already one of the most popular seafoods in many parts of the nation, enjoy equal favor in the San Francisco Bay area.

Importers, distributors, wholesalers and restaurant and market operators are all participating in the sales drive, and are supported in their program by a wide variety of merchandising aids. Retail markets are catching the customer's eye with bright window-strips and recipe books. Restaurants and hotels are featuring special menu inserts and table decorations.

Wilbur-Ellis Company imports and distributes "Southern Seas" frozen swordfish chunk fillets and slabs, for consumption in a growing number of markets.

Griffith-Durney Opens Branch in Minneapolis

W. W. Durney, president of Griffith-Durney Co., Beverly Hills, Calif., announces the opening of a branch office of his firm in Minneapolis to give better service in the markets of that region.

Whenever a seafood is called for there's a Columbia River Packers Association label and variety to fill the demands. For instance . . .

BUMBLE BEE BRAND

Columbia River Packers Association, Inc., Astoria, Oregon

- Fancy Columbia River Chinook Salmon
- Fancy Red Alaska Sockeye Salmon
- Fancy Smoked Fillet of Shad
- Fancy Kippered Sturgeon
- Fancy Smoked Sable Fish
- Fancy Oregon Crab Meat
- Fancy White Meat Tuna
- Fancy Solid Pack Tuna
- Fancy Blueback Salmon
- Fancy Shad Roe

AUTOMATIC WRAPPING . . . AT LOW UNIT COST

Beautifully wrapped, protected and attractive, quick-frozen seafood packages . . . ready for the impulse buyer at self-service stores . . . are yours when you wrap on the HAYSSEN. Fully automatic . . . low in initial cost . . . adjustable to a wide range of sizes . . . built to give long, satisfying service . . . with speed adjustable to keep your production line running smoothly . . . the Hayssen gives you complete satisfaction day after day. Eye-catching printed overwraps are properly registered by the Hayssen Electric Eye. 40 years of successful wrapping machine design are built into every Hayssen . . . and Hayssen engineers will be glad to help you in your wrapping problems.

Write to factory for detailed information and name of your representative.

Hayssen Mfg. Co. Sheboygan, Wis.

Hayssen
ELECTRIC EYE WRAPPING MACHINES

We use
ATI COOK-CHEX
AMERICAN CRAB MEAT CO.
BURNHAM & MORRILL CO.
CALIFORNIA PACKING CORP.
GERBER'S BABY FOODS
GORTON-PEW FISHERIES CO., LTD.
HUNT FOODS, INC.
ILLINOIS CANNING CO.
LaCHOY FOOD PRODUCTS
MINNESOTA VALLEY CANNING CO.
SUN HARBOR PACKING CO.
BATCH No.
RETORT No.
THE TECHNOLOGIST'S SAFETY SIGNAL
ATI COOK-CHEX
LOOKING PROVES COOKING
ATI COOK-CHEX MAKE CERTAIN ALL YOUR FOOD IS FULLY COOKED; NONE OVERLOOKED
COST: A fraction of 1c per case protected
WRITE FOR FREE SAMPLES
ASEPTIC-THERMO INDICATOR CO.
5000 West Jefferson Blvd., Los Angeles 16, Calif. Dept. 234

Beautiful
and TOUGH!
THE
OLYMPIC
OIL-BURNING
GALLEY RANGE
Equally seaworthy on a luxurious yacht or an ocean-going tug, the handsome Olympic galley range line is offered in four models. The gleaming porcelain finish . . . the polished top . . . the shining plated sea rails . . . the fully concealed oil burner . . . these and many other features make the Olympic an attractive and practical addition to any galley. See them at your nearest Marine Dealer! For detailed information, write:
Washington STOVE WORKS
EVERETT WASH.
OLYMPIC
ALASKA
NEPTUNE

Keku Canning Co. Will Operate Kake Plant

The Indian community represented by the Corporate Council of Kake, Alaska, which recently purchased the cannery at that point, is preparing to operate the plant under the name of Keku Canning Co.

Frank Gordon is president of the council, and Wm. S. Olson, formerly superintendent for the Bristol Bay Packing Co. and more recently proprietor of the Point Roberts Fisheries, has been appointed manager and superintendent of the cannery operation, with Pat Cunningham, long well known in the industry, as office manager. Seattle headquarters have been established for the present at 76 University St. (on the floor above the Nordby Supply Co.), phone MUtual 1575.

Mr. Olson is preparing for considerable pre-season repair work—new piling under fish wharf and receiving bins, new oil storage tanks, etc.; and the cannery will be restored to a 2-line basis with another high-speed line of American Can Co. machinery for 1-lb. talls. It already has three "Iron Chinks," equipped with Indexors.

It is planned, Mr. Olson says, to operate six floating traps, and the plant will receive the catch of about 20 seine boats — mostly of modern type — all owned by members of the Kake community.

Trawler Is Damaged

The auxiliary generator of the *Crescent No.* 2, trawler owned by Consolidated Fisheries Inc., San Francisco, exploded as the craft was alongside the dock at Santa Cruz. Only quick work with the fire extinguisher by John R. Power, engineer, who was badly burned, kept the boat from being a total loss.

S. F. Fathometer Jobs

Tony Spanjol's dragger *Golden Gate,* San Francisco, has been equipped with a 250 fathom Submarine Signal Co. Fathometer.

Knute Peterson, San Francisco, has equipped his combination boat *Dolphin* with a Submarine Signal Co. Fathometer, as has Bernard Armstrong of Coos Bay, who has had the Sausalito Shipbuilding Co. convert a former sub-chaser into a sharker. The craft is now named the *Cherokee.*

Venture II, combination boat owned by G. J. Mord, Sausalito, Calif., has been equipped with a Submarine Signal Co. Fathometer.

United Trollers Leave IFAWA Over ILWU Merger

Local 100, United Trollers of Alaska, broke with the International Fisheries and Allied Workers of America after being affiliated with IFAWA for three years.

The break came as a result of a move by IFAWA to merge with the International Longshoremen's and Warehousemen's Union.

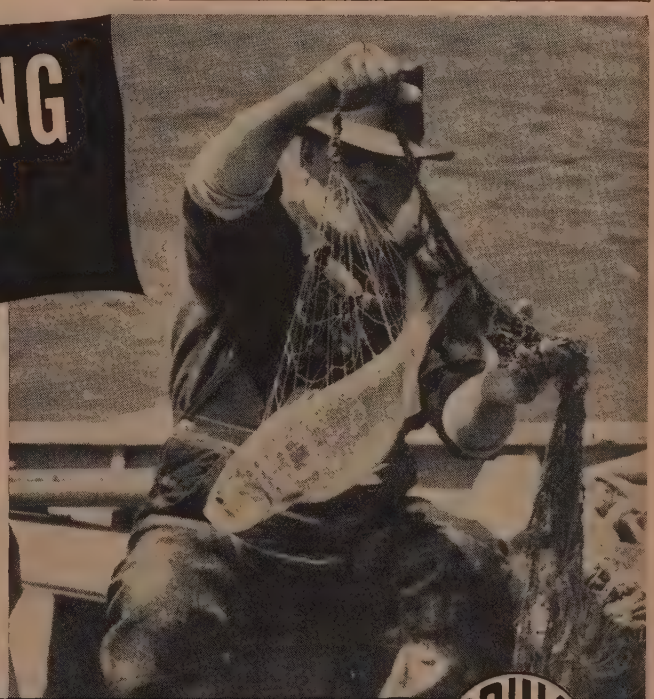
The decision was made at the annual convention of the United Trollers in Juneau, Jan. 16 and 17. Eight delegates from fishing communities throughout Southeast Alaska voted unanimously in favor of disaffiliating with IFAWA

Andy Barlow, executive secretary, said that trollers have nothing against the ILWU but can not see how shore workers can help fishermen get higher prices for their fish.

He said officials of the trollers' organization believe it would be detrimental for them to combine forces with an unrelated organization.

In addition to Barlow, those present at the convention were Larry Clark, Ketchikan; Oscar Davidson, Craig; Al Brookman and A. T. White, Sitka; and Paul Eckman, B. H. Manery and O. G. Nolde, Juneau. Nolde acted as chairman.

PAULS NETTING
. . . made to safeguard your PROFITS!



That's right—PAULS nets are so designed and constructed that they can be counted on to hold up under the severest strains—and help you bring in the kind of profit-loads that bring a sparkle to the eye of any commercial fisherman.

So, if you are looking for a netting that has "muscles" to match your own . . . that has stamina, quality and uniformity, you'll find Pauls YOUR kind of net.

No wonder more and more fishermen are saying: *"Pauls Netting for me everytime!"*

PAULS FISH NET COMPANY
MAIN OFFICE: 357 WEST OHIO ST., CHICAGO, ILL.
PAULS

Puget Gillnetters Organize "Businessmen's" Association

A meeting of gillnet fishermen at Everett, Wash, Feb. 4 resulted in the organization of the Puget Sound Gillnetters Association to foster the interests of this form of fishing gear.

Joe Burrows of Everett was chosen president and Russ Benito of Everett vice president. Perry Holmes of LaConner was elected secretary-treasurer. Art Burton, Bellingham; William Stevens, Everett; and Martin Bajocich, Seattle, were elected trustees for one, two and three years, respectively.

The officers declare that their organization is primarily a businessmen's association, and that at the initial meeting they voted from the hall organized labor representatives who said they had come to help the men organize.

Among objectives of the new association are listed:

Cooperation with the Washington state department of fisheries;

Adoption of a program which will insure against any interference by fishing gear with water traffic in the mouth of the Snohomish River;

Requests for Congress to provide tariff protection for domestic fishery products against destructive competition from imported goods;

Equalization of open fishing hours between gillnets and other forms of fishing gear.

Depth Recorder Credited With Saving Vessel

A Bendix Depth Recorder was credited recently by her owner, Orville Shelton, San Diego, with saving his 38' combination fishing vessel *Mary-Jack* from possible destruction on the rocks at dangerous Abreojos Pt., Lower California.

The vessel was anchored there one night when a storm roared in at midnight and weather got so rough it snapped the cables of both anchors. Fog then added to the skipper's troubles. However, using his Bendix to locate the jagged underwater rocks, Shelton guided the boat around them and was able to gain a safe anchorage. The Bendix was installed by Shepherd Diesel Marine, distributors at San Diego.

MAX JACOBS, chief of Pacific Coast operations of Vita Food Products, Inc., and the affiliated Oceanic Fisheries, Inc., returned to his Seattle headquarters about the first of March, after several weeks in California.

New Boat Yard

Dick Newick and Frank Rauback, Eureka, have formed a partnership in a new boat-building enterprise on Humboldt Bay, California, operating in the building formerly housing the Eucraft Boat Company formerly headed by Joe Dardin.

Shark Bites Man

Quick action by fellow crew members, and a ready response by the Coast Guard, recently resulted in saving a right arm for Peter Folden, Tacoma fisherman, bitten by a shark at sea off northern California.

Folden, a member of the crew of the *Montara,* out of Tacoma, was removing a hook and leader from the shark when the fish twisted in his hand and bit him in the right forearm. The bite resulted in a heavy flow of blood, which was stanched by application of first aid. Meanwhile the vessel radioed to shore and a Coast Guard picket boat put out from Eureka.

Folden was brought to port a few hours later and rushed to a Eureka hospital, where 40 stitches were required to close the wound. Folden returned to Tacoma following local treatment.

A reliable and conscientious contact in the fishing trade

KNOWN FOR QUALITY FROM COAST TO COAST

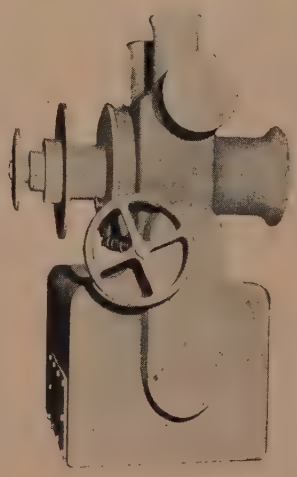
FRESH • FROZEN • CANNED

IVAR WENDT

EXCLUSIVE SALES AGENTS
701 CENTRAL BLDG.—SEATTLE 4, WASHINGTON
TELEPHONE ELiot 1272 • TELETYPE SE-673

PACIFIC PEARL CRAB - SALMON - TUNA - CLAMS - OYSTERS

NORTHERN LINE CARGO HOIST



THE IDEAL HOIST FOR FISHERMEN EVERYWHERE ! ! !

- Light weight, compact, economically priced . . .
- Built of rigid fabricated steel, fully galvanized.
- Positive jaw clutch on cable drum. Bronze brake and clutch mechanism.
- Self-contained and completely sealed against moisture.
- 7½ or 10-hp. A.C. or D.C. electric drive, 115 or 230-volt, or for line-shaft mechanical drive.

Phone, Wire or Write

TACOMA BOATBUILDING CO., INC.

DESIGNERS • BUILDERS

WOOD AND STEEL CONSTRUCTION

Manufacturers and Designers of the "NORTHERN LINE" Auxiliary & Deck Equipment

2142 East D Street Main 8138 Tacoma, Washington

ARNE STROM — HALDOR DAHL

LUBRICATION ECONOMY

LUBRIPLATE LUBRICANT
Saves Gears and Transmissions

So says the AUTOMATIC WASHER COMPANY. "*We have used LUBRIPLATE in our washing machine transmissions since 1933. Our laboratory tests as well as field experience indicate that through the use of LUBRIPLATE we reduce the wear on the gears and prolong the life of the transmission. It has been an important factor in the success of our product.*"

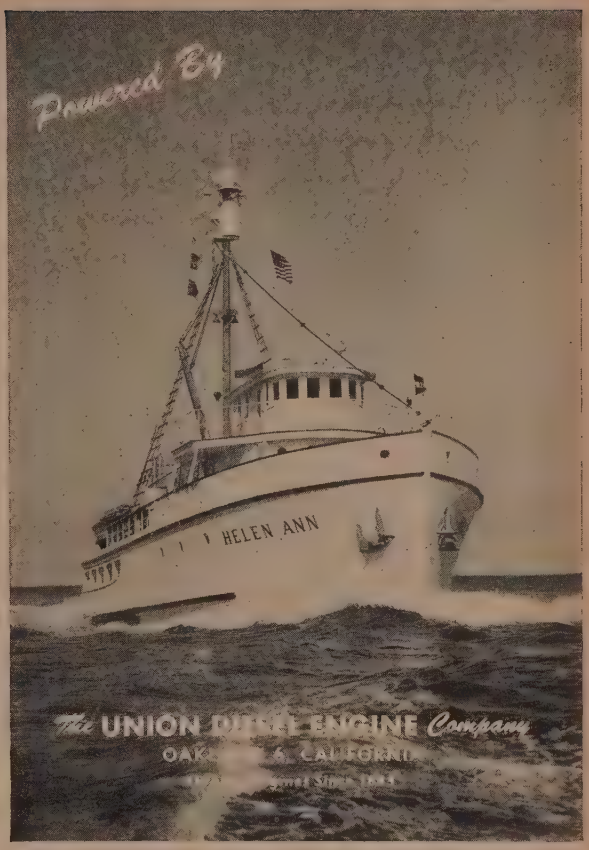
1. LUBRIPLATE reduces friction and wear
2. LUBRIPLATE prevents rust and corrosion
3. LUBRIPLATE is economical to use

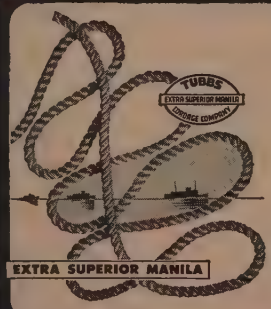
Write today for case histories of savings made through the use of LUBRIPLATE in your industry.

LUBRIPLATE DIVISION
Fiske Brothers Refining Co.
Newark 5, N. J. Toledo 5, Ohio

The Different LUBRICANT!

DEALERS EVERYWHERE, consult your Classified Telephone Book.





GET EXTRA USE
with
EXTRA SUPERIOR MANILA

"Extra Superior" Manila rope is expertly made from high quality fiber—it provides *extra* use and *extra* value so essential to rope users.

"Extra Superior" Manila rope is an exclusive product of Tubbs Cordage Company, manufacturers of high quality marine rope for more than 90 years.

TUBBS CORDAGE COMPANY • SAN FRANCISCO SEATTLE

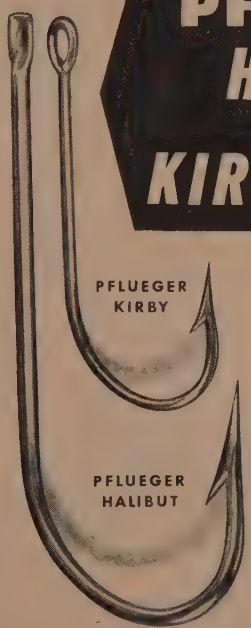
LET US TELL *your* FISH STORY

With phone in hand we tip off our contact men . . . Presto! Across the nation your story is told!

STAMM-SCHULMAN & CO. are specialists in food sales—fresh and frozen fish and seafoods, canned goods, etc. Strategically located with direct contacts throughout the country. Concentration on most profitable markets. Consistent record for making sales at highest prices.

LET US TELL IT — Write, wire or phone today—so we can begin handling your food products.

STAMM-SCHULMAN & CO.
• INTERNATIONAL FOOD BROKERS •
343 S. Dearborn St., Phone HARrison 3787, Chicago 4, Ill.
234 Front Street, New York City
Kilmarnock, Virginia



PFLUEGER HALIBUT and KIRBY HOOKS

Make Money for Fishermen

They have the construction that withstands hard use. They hold their sharp points and barbs—their tough steel holds heavy fish until safely landed in your boat. Ask your supplier.

The
Enterprise Manufacturing Co.
AKRON, OHIO

PFLUEGER
(PRONOUNCED FLEW-GER)
A GREAT NAME IN TACKLE

Fishermen's Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
—"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
—"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
—"Sea Diver"

Cannery: ANACORTES, WASH.

"SEA HAVEN"

Fancy Dungeness Crab Meat

Tops in Quality

Other "Sea Haven" Products Include: Fresh and Frozen Whole Shell Crabs, Fresh and Frozen Crabmeat, Albacore Tuna, Salmon, Smoked Oysters, Crab Legmeat and Smoked Crablegs.

KAAKINEN FISH COMPANY

and PORT ORFORD FISH COMPANY

Westport, Wash.
Tel. 2781-2783

Canneries at
Westport, Washington
Port Orford, Oregon

Smoother... Speedier... Stronger...

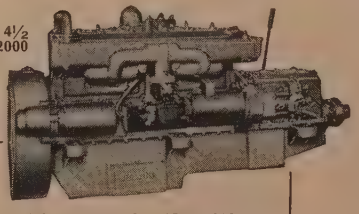
Red Wing marine ENGINES

PLENTY OF POWER ...at USABLE SPEEDS!

When you feel the smooth surge of power at a touch of the throttle, you will know why Red Wing Engine owners get more enjoyment out of operating their boats. Put extra speed in your pleasure craft or more power with built-in reduction gear for your work boat with a Red Wing Engine.

ARROWHEAD
25-45 hp., 4 cyl., 3⅝ in. x 4½ in., 186 cu. in., 1000-2000 rpm.

ARROWHEAD JUNIOR
20-40 hp., 4 cyl., 3¼ in. x 4 in., 133 cu. in., 1000-3000 rpm.



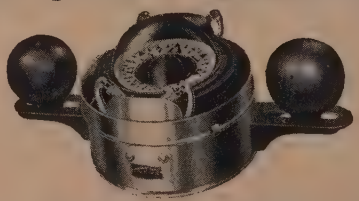
HIAWATHA SPECIAL
58-90 hp.
6 cyl., 4 in. x 4¼ in., 320 cu. in., 1500-3000 rpm.

Modern High speed engines that are efficient, ruggedly constructed for long economical life.

WRITE TODAY for complete descriptive bulletins, covering gasoline and diesel models 7 to 200 h.p.

RED WING MOTOR CO., RED WING, MINNESOTA

K-W CONSTELLATION



For years the K-W Spherical Compass, in spring-suspension, has been the standard of the fishing fleets. It is unsurpassed for dragger and trawler work. Fishermen using our Constellation report far greater steadiness, less deviation changes and perfect night-lighting. The reduced deviation-changes net less compass-adjusting expense and time. Your present spring-suspension system, with only minor adjustment, will take a new 8-inch Constellation.

KELVIN-WHITE CO.

90 STATE ST., BOSTON 9, MASS.

NEW YORK
38 Water St.

BALTIMORE
406 Water St.

LONG BEACH, CAL.
4000 E. Anaheim Blvd.

ALWAYS QUALITY DEPENDABLE

OXENBERG BROS.

SMOKED FISH PRODUCTS

Receivers and Distributors of

ALL KINDS OF FISH FOR SMOKING AND CURING

PACKERS MILD CURED AND FROZEN **SALMON**

GENERAL OFFICES, FACTORY & COLD STORAGE
276-280 METROPOLITAN AVE., BROOKLYN, N.Y.

Plants and Branches
SEATTLE, WASHINGTON
Alaska, Canada, England

Electrical Harpooning For Canadian Whaling

Western Whaling Corp., subsidiary of B. C. Packers, will experiment with "painless harpooning" when the season opens off the west coast of Vancouver Island in the spring.

For several months, the company has been studying harpoon methods in the Antarctic and elsewhere, and Dr. C. R. Elsey, in charge of B. C. Packers research program, is reported to have played a significant part in the development of new harpooning gear that will be tried for the first time this year—an adaptation of design and electrical impulses that have been satisfactory in other whaling regions.

Douglas Souter, manager of Western Whaling Corporation, who recently returned from a tour of European whaling stations, also brought back valuable data on the harpoon problem.

Instead of explosive, the charge in the newly designed harpoons is electrical, and this procedure is said to do a cleaner, more quickly effective and more humane job. However, while the coming season will provide an opportunity to try out the new method, it is expected that the more conventional warhead will also be used until demonstrated to be inferior.

Whether the electrical harpoons will be fired from the bow of the main killer boat, as in the past, or from speedy small craft working from the mother ship has not been determined. This latter is said to be a technique now followed with success in the Antarctic.

Executives of Western Whaling say it is too early to say what ships will be used in the whaling operation this year, but it is presumed that the same three will be in service, with the same skippers.

High boat in the whaling fleet last year, working out of the shore station at Coal Harbor, was the 129′ *Tahsis Chief,* whose skipper and gunner was blond, Norwegian 27 year old Henry Mohle, veteran of the Newfoundland and Antarctic whaling grounds. Captain Mohle, incidentally, accounted for two Blue whales each 78′ long, the first to be killed in the North Pacific since before World War II.

Important improvements are being made in the processing at Coal Harbor, but company spokesmen are not prepared to say anything about that yet.

Tuna Clipper Berthing Project at San Diego

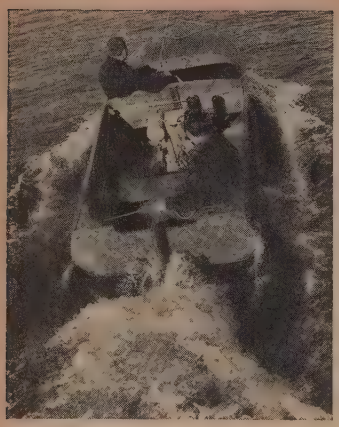
San Diego's great tuna clipper fleet, homeless since its early developments in the middle 20s, is at last to have its own docking and mooring area, Port Director John Bate announced in February.

Dredging operations to provide the deep water necessary has already begun in a 1,200-ft. square off the embarcadero from the Civic Center to the former Westgate Sea Products Company unloading dock. Dredging will involve removal of 290,000 cubic yards.

In addition to the permanent berthing space for major clippers, the harbor department plans to begin two 500′ piers in late summer. These will provide space for loading and unloading nets and supplies.

NEW ENGLAND FISH CO.
PRODUCERS – PACKERS – DISTRIBUTORS
SINCE NEFCO Fishery PRODUCTS 1868
FROM THE GULF OF ALASKA TO CALIFORNIA
FRESH FROZEN SMOKED FISH CANNED MILD CURED SALMON
"PACKED WITH THE WIGGLE IN ITS TAIL"
SEATTLE - WASH.

DISTRIBUTORS
Willard Marine Batteries
Next time you need batteries, remember that you pay no more for Willards. And their longer life and freedom from trouble makes *Willards cost less per year to own!*
FREMONT ELECTRIC CO.
Power and Light for Marine and Stationary Installations
744 N. 34th St., EV 2323 MAIN STORE
SEATTLE
132 Spokane St., SE 7984 SOUTH END STORE



BETTER CONTROL AT LOWER COST! IT'S WISCONSIN POWERED...

Ready-to-go, easily maneuverable power anywhere water floats a boat. That's what a Wisconsin powered boat offers.

Throttle and reverse lever are "finger tip" controlled for faster speed-ups, stops, and reverses . . . and a Wisconsin contributes to lower center of gravity, providing the next thing to tip-proof protection. . . . There are no water-cooling lines to build or clog . . . air alone does the cooling! What's more, a Wisconsin has fool-proof, inexpensive, positive lubrication requiring no mixing of oil and gas . . . rust- and salt-corrosion-proof engine shrouding . . . and crankshaft rides on thrust-absorbing Timken Tapered Roller Bearings . . . all the features it takes for carefree cruising at low cost!

For permanent, all-around power boating satisfaction, equip your boat with a WISCONSIN AIR-COOLED INBOARD MARINE ENGINE . . . 4 models — 4-cycle, single-cylinder, 4, 5.8, and 7½ hp., and 2-cylinder 13 hp. types. Write for Bulletin S-116.

WISCONSIN MOTOR CORPORATION
World's Largest Builders of Heavy-Duty Air-Cooled Engines
MILWAUKEE 14, WISCONSIN

FIRST INTO PORT

...THE BOAT WITH THE CLEANEST BOTTOM!

Take a look at the boat that's usually first into port with its fish. Chances are you'll find its bottom is free from fouling, borers, corrosion and deterioration.

Protect *your* boat bottom with a Woolsey Anti-Fouling Paint and use other Woolsey Paints for your topsides, decks and interior. Tested under actual sailing and working conditions, they keep your boat in tip-top shape longer.

Write for free literature.

WOOLSEY Marine Paints

C. A. WOOLSEY PAINT & COLOR CO. INC.
229 East 42nd St., New York 17, N. Y.

WAREHOUSES: Brooklyn, N. Y. • Plymouth, N. C. • Jacksonville, Fla.
Houston, Tex. • Los Angeles, Cal.

Low-Cost Way to Clean Fish-Reduction Equipment

FOR more profitable operation of such fish-reduction equipment as centrifuges, clarifiers, cookers, evaporators . . . periodic cleaning —descaling of water lines is necessary.

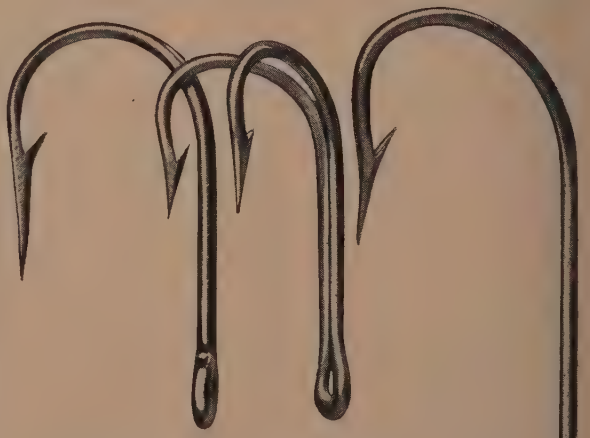
You can keep this indispensable maintenance "must" on a low-cost level by using specialized Oakite de-greasing and de-scaling compounds.

For complete details and helpful on-the-spot recommendations contact the Oakite Technical Service Representative nearest to you.

OAKITE PRODUCTS, INC.
1001 E. First St., Los Angeles 12, Cal.
95 Market St., Oakland 4, Cal.
Technical Service Representatives and stocks located at San Diego, Sacramento, Seattle, San Francisco, Portland and Spokane. Consult your local telephone directory.

OAKITE
REG. U. S. PAT. OFF.

Specialized Industrial Cleaning
MATERIALS • METHODS • SERVICE



YOU'LL land your fish with Mustad Key Brand Fish Hooks because the needle sharp points of these precision made Norwegian fish hooks penetrate securely and their sturdy tempered bends and shanks will never let you down. You'll save repairs and replacements, too. See these extraordinary hooks at your fishing supplies dealer. Ask for

MUSTAD
Key Brand FISH HOOKS

O. MUSTAD & SON
(Established 1832)
OSLO, NORWAY
SALES AGENTS
H. L. BOWLDS & SON, 354 So. Spring St., Los Angeles, Calif.
REIDAR GJOLME & SONS, 305 White Bldg., 4th and Union, Seattle
EDWARD LIPSETT, Ltd., Vancouver, Victoria, Prince Rupert

LINES and LEADERS

Indicator of Raytheon's Mariners Pathfinder Jr. radar in wheelhouse of the tug *Eileen Ross*. Photograph illustrates compactness of the radar equipment which has been especially designed for smaller craft.

New Flexible Coupling Reduces Misalignment Troubles Caused

The Twin Disc Clutch Co., Racine, Wis., has developed a new flexible coupling that is claimed to reduce power breakdowns due to hull distortion and lengthen the life of all marine propulsion machinery with which it is used.

The new coupling consists of two steel plates separated by a semi-flexible disc built up from multiple layers of high-grade leather, all of them bonded together. Each steel member drives into the waterproofed leather disc by means of a series of alternately-spaced bolts. Capable of taking full propeller thrust, the coupling eliminates a metal to metal drive in addition to affording a flexible link in the power train where most needed . . . between the marine gear and propeller shaft.

The flexibility, obtained through the inherent "give" in leather, is applied primarily to the correction of angular misalignment troubles (most prevalent in marine gear installations), but also counteracts the result of radial, or off-set misalignment.

Installation of the coupling is simple and inexpensive.

Although life of the flexible leather element in the coupling depends on the severity of work required of it, field tests, conducted over a three-year period under a variety of working conditions indicate that the leather has exceptionally long life. When necessary, the disc can be replaced inexpensively and without any major disassembly of the boat's power train.

Promising performance of numerous couplings of this type that have been in use from one to three years indicates that the unit materially reduces maintenance costs by reducing stress on both reduction gears and shafts.

Raytheon's New Pathfinder Radar Specially Suited for Fishermen

After four years of research and development, Raytheon Manufacturing Co., Waltham, Mass., is introducing the Mariners Pathfinder Jr.—newest in its series of commercial marine radar equipment. Raytheon's complete line of marine electronic equipment for fishing craft, includes marine radiophones, the Cape Cod Navigator (direction finder) and Fathometer Jr. (echo-depth sounder).

The Mariners Pathfinder Jr. has been especially designed to answer the demands of operators of fishing vessels for a compact, lower-power drain and lower cost radar without sacrificing quality and dependability.

Because of the light weight and compact design of all units, the equipment can be used in limited space.

The Mariners Pathfinder Jr. has a minimum range of 75 yards and a maximum of 20 miles. Range accuracy is within 2 per cent and bearing accuracy is within 2 degrees.

The Mariners Pathfinder Jr. is available for vessels equipped with 32-volt DC, 110-volt DC, 220-volt DC or 115-volt AC power systems. Power consumption in all cases is less than 750 watts.

Tacoma Boatbuilding Co. Announces New Cargo Hoist

Right after the last launching of 1949 at Tacoma Boatbuilding Co. Inc., at Tacoma, Messrs. Strom & Dahl began marketing their latest addition to the firm's Northern Line of auxiliary equipment, the new, lightweight, compact Northern cargo hoist.

The new cargo hoist rounds out the Northern Line of seine, dragger and deck winches, and is a fabricated steel job, equipped with a 7½ or 10 hp. AC or DC motor or lineshaft drive, to meet individual fisherman's requirements. Moving parts are bronze, and all operating mechanism is fully enclosed and waterproof and the entire frame is galvanized inside and out.

As with all the Northern Line, it will be marketed nationally through the firm's regular outlets, according to Chas. Bevis, General Manager of Tacoma Boat.

The last launching was the 103 x 25 x 13 ft. *Hortensia-Bertin*, in December, with trials early in February. This is the second "Bertin" clipper designed by Wilvers & De Fever of Southern California, for Capt. O. E. Bertin, of Los Angeles. The new ship will pack a 465 hp. Superior Diesel, and carry about 185 tons of frozen fish.

New Hyster Lift Truck Ideal For Handling Canned Fish

A new small lift truck, designed for low-cost handling of materials indoors or out, and especially well adapted for operating in extremes of temperature, has just been released by the Hyster Company, according to an announcement in Seattle by H. D. Stephens of Northern Commercial Company, Hyster distributors in Alaska and Yukon Territory. "This truck is ideal for the typical fish-cannery operation," said Mr. Stephens. "It's rugged, easy to maintain, and the best thing the industry has yet seen for quick, economical moving of stacked cases and similar materials."

The new machine is being displayed and demonstrated at the Northern Commercial Company's marine division showroom at 2500 Westlake Avenue North, Seattle, under the supervision of L. O. Johnson, manager. It is essentially an improved version of the widely-used Hyster 20, retaining all the best points of that model but incorporating more than 70 improvements.

Of primary interest is the air-cooled Wisconsin engine, resulting in substantially lower running temperature. A larger automotive-type battery, heavier transmission, larger gas tank, double-acting hydraulic tilt control, lower center of gravity, larger steering wheel, greater braking-power, increased speed, and lug-type pneumatic tires are among the features which make for maximum dependability and efficiency under a wide range of conditions.

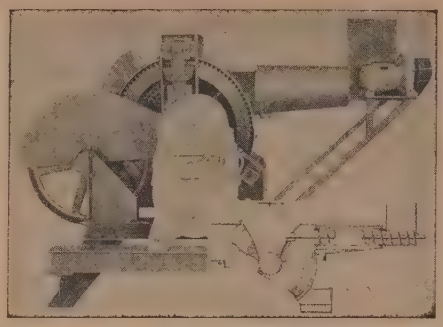
The clutch, larger than before, has been improved to give smoother and easier control. The manufacturer asserts that it has twice the wearing qualities of other lift truck clutches on the market.

The operator's job has been made easier and more comfortable by added space for foot and hand controls, easier mounting, air-cushioned seat and good visibility.

The lifting capacity is 2000 lbs. The standard lift is 108 in., though lifts of 72 in., 90 in. and 144 in. are also available. All parts are easily accessible for servicing.

The new Hyster 20 can be fitted with any of Hyster's special-purpose materials handling attachments such as hydraulic load-grab, revolving paper-roll grab, scoops, booms, guards, towing hooks, etc.

The new Hyster 20 lift truck has a capacity of 2000 lbs., features an air-cooled Wisconsin engine and large automotive-type battery. With lug-type pneumatic tires and low center of gravity, it works just as well outdoors as on the warehouse floor. The operator's seat is easy to reach and gives exceptional visibility.



P & L DEWATERING PRESS

MOST EFFICIENT METHOD OF EXTRACTING BULK WATER FROM SEMI-SOLIDS FOR PROFIT IN BY-PRODUCTS AND FISH MEAL DEHYDRATING OPERATIONS.

CONTINUOUS TYPE

LOW POWER consumption • ALL STEEL • Conserves weight and space. On test P & L DEWATERING PRESS delivers a finished product containing up to 4% less oil—therefore a greater yield of oil per ton of raw fish.

Manufacturers of

Air Lift Driers • Reduction Equipment from "Bin to Sack"
Hammer Mills • Cookers • Retorts • Exhaust Boxes, Etc.

P & L WELDING & MACHINE WORKS

519 East LaPalma St.
ANAHEIM, CALIF.
Phone: Anaheim 4311

"CATERPILLAR" and PACKARD

Sales & Service for WESTERN WASHINGTON & ALASKA Fishermen

N. C. MARINE

SEATTLE – 2500 Westlake North, AL. 6340
ALASKA – NCCo Juneau Marine Base, Ketchikan – Anchorage – Nome

Steel Fishing Floats

8"x10"

Tested to 125 fathoms in actual operation by Fishing Boat "Dacota"

CADMIUM PLATED OR PAINTED

Price on request.

NORTHWEST IRON WORKS

P.O. Box 642 BELLINGHAM, WASH. Tel. 5282

EVERY BOAT A QUEEN

SEA MASTER

66'x18' 6"x8' 6"

PAUL SERKA
Owner

Fishing for Fisherman's Packing Corporation. Powered with a 500-hp General Motors Diesel.

Kazulin-Cole Shipbuilding Corp.

P. O. Box 862 Phone MAin 6379 TACOMA

Fishing Boats • Skiffs • All types of boat repair

TRAWLER FISH!

That's been the specialty of the Consolidated Fisheries Inc. for many years. Write, wire or phone us for your requirements. Branches at Monterey, Pt. Reyes, Fort Bragg, Pittsburg and Eureka.

Consolidated Fisheries, Inc.

425 Washington St., San Francisco 11, Calif.
Phone: EXbrook 2-7012

L. H. FROHMAN & SONS • *Sales Agents*
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10

SALT

That Has Stood the Test for Over 45 Years

All Grades — High Quality — Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.

PROMPT SERVICE BY TRUCK OR RAIL

PHONE: TUcker 1424

This is J. C. Elmburg, whom Fairbanks, Morse & Co., Chicago manufacturers, have just announced has been transferred from Atlanta, where for the past three years he has been manager of the F-M Branch, to Portland, Ore., where he has assumed the duties of branch manager, succeeding Howard Oxsen. Mr. Oxsen is returning to San Francisco to be manager of diesel engine sales in that area.

Techkote's "Net-Life" Applied by Spraying

The Techkote Company, Los Angeles, has developed for 1950 distribution a new formula for its well known "Net-Life" fishing net and line preservative, calling the process, "rubberizing," according to Ashton Rood, head of the concern.

Instead of dipping the net as former procedure, Techkote, using the new formula, sprays the preservative on the piled net. After the fluid seeps through and is collected in a net vat, it is pumped out and sprayed on again and again until the net being treated is completely saturated. Among a number of San Pedro purse seiners treating their sardine and tuna nets in this way were the *Cesare Augusto, Jackie Sue, St. Christopher* and *Spartan* in early January.

New Centrifuge Provides External Solids Control

A new line of centrifuges featuring external control of solids discharge and solids consistency has been announced by the Sharples Corporation, Philadelphia, 40, Pa.

The Sharples DV-2 centrifuge employs the stratification principle of high separating efficiency combined with high capacity, and develops a centrifugal force equal to 6,200 times the force of gravity. Unique in the DV-2 centrifuge are ten externally controlled solids discharge valves located radially around the inside of the bowl which are operated by the admission of water (or other operating liquor) through a separate channel of the centrifuge. Since both the frequency and duration of valve opening are precisely adjustable, the DV-2 centrifuge provides: (1) control over the consistency of solids; (2) minimized loss of mother liquor with solids and (3) greater scope of centrifugal application in that flocculent suspensions, slimes and other troublesome solids can be efficiently handled.

The DV-2 centrifuge is available as either a separator or clarifier. While solids discharge is generally controlled by external timers, it may also be operated by process control instrumentation.

Complete information is published in Bulletin 1243 available from The Sharples Corporation, 2321 Westmoreland Street, Philadelphia 40, Pa.

A. L. Brosio and Ray Fox Promoted by National Iron

Promotion of A. L. Brosio, long prominent in West Coast tuna fishing circles, to the post of vice president and general manager of National Steel and Shipbuilding Corporation, was announced here recently by C. Arnholt Smith, president. Brosio is a graduate of the University of California, an associate member of the American Society of Civil Engineers, member of the American Geophysical Society, and a member of the American Association for the Advancement of Science. He is licensed as both a civil and mechanical engineer.

Smith also announced the appointment of Ray Fox, former General Motors and Moran Towing Company official, as executive vice president of National Steel. Fox, associated with General Motors Acceptance Corp. for 23 years, served that organization in many capacities, the last seven years as assistant manager of the business promotion department in the executive offices in New York. During his seven years with the Moran organization, Fox served as executive vice president.

"It's a real pleasure to announce that Mr. Fox has joined our organization and that Mr. Brosio has been advanced to his new post," Smith declared. "I feel sure that the skill and experience of these two men will contribute materially to making 1950 the best year in the history of National Steel."

On the left, A. L. Brosio, former assistant general manager of National Steel and Shipbuilding Corporation, recently named vice president and general manager of the San Diego firm. Right, Ray Fox, former General Motors and Moran Towing Company executive, recently named executive vice president of National Steel and Shipbuilding Corporation, San Diego.

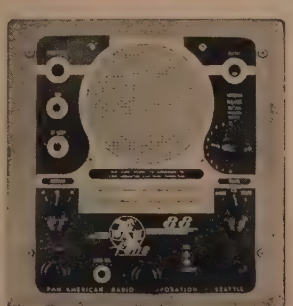
Roebling Shifts Trask East, Bukowsky to San Francisco

E. A. Trask, former head of the San Francisco office of John A. Roebling's Sons Company of California, assumed his new duties as manager of sales of the company's Chicago corporation on Jan. 1. G. C. Bukowsky, former manager of the Portland, Ore., branch, succeeded Mr. Trask. The appointments were announced by E. C. Low, vice president in charge of sales of the parent organization, Trenton, N. J., manufacturers of wire rope and related products.

Mr. Trask joined the Roebling organization 25 years ago, starting as a warehouseman and splicer. He became a salesman in 1931 and nine years later was made manager of the San Francisco branch.

Mr. Bukowsky, a graduate of the University of Oregon, has also been associated with the Roebling Company since 1925, starting as a salesman in the logging and mining territories of Idaho, Oregon and Southern Washington. He was elevated to the managerial post at Portland in 1942, and has served in that capacity until his recent transfer.

PAR VALUE— PERFORMANCE



PAR-finder →

D. F. Attachment for ANY Marine Receiver . . . Fast, Accurate Bearings on Both Ships and Beacons . . . No Extra Power Supply Required.

← **PAR-fone "88"**

Small, Dependable Units for Marine or Land Use . . . Low Drain— Very Simple to Install and operate . . . Dynamotor Power Supply for 6-12-32 Volts. Available for Dry Batteries.

PAN AMERICAN RADIO CORPORATION

5210 Ballard Ave. Cable "PARAD" SEATTLE 7, WASH.

THE ALASKA LINE

First
In Serving
Alaska's
Greatest
Industry

ALASKA STEAMSHIP COMPANY
Pier 42
Seattle 4

Highest *Quality*

ARB

Brand

Canned
Mild Cured
and Frozen **SALMON**

FARWEST WRANGELL CO., INC.
WRANGELL, ALASKA
Seattle 9 Office: 750 Westlake N.
Phone: MAin 7448

SITKA
COLD STORAGE CO.
SITKA, ALASKA
BAIT and ICE
FISH STORAGE *and* FREEZING
GROCERIES — MEATS
FISHERMEN'S SUPPLIES

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
• Commercial •
FREEZING and STORAGE
Excellent Facilities for Buyers and Fishing Boats
BAIT • ICE

COMPLETE STOCK OF
Commercial Fishing Supplies
ADAMS NETTING
Make Our Store Your Headquarters While In San Pedro
SEASIDE
SUPPLY STORES, Inc.
803 S. Palos Verdes Street
San Pedro, California
Phones: Terminal 2-1570 and 2-1571

Serve
WILLAPOINT OYSTERS
ONCE A WEEK FOR
INCREASED ENERGY
AND
INTEREST IN LIFE

EDWIN MONK
Naval Architects
Edwin Monk Lorne Garden
Marina Mart, 1500 Westlake North
SEATTLE 9 GArfield 7907

H. C. HANSON
Naval Architect + Engineer
Phone ELiot 3549
102 Colman Ferry Terminal Seattle 4

L. S. BAIER & ASSOCIATES
Marine Designers & Engineers
Patent Owners & Licensers
BAIER SYSTEM of Longitudinal Framing
507 Mead Building Portland 4, Ore.
ATwater 2445

YOU MAKE MONEY
ON THE BEACH, TOO
when you bring your boat to
NATIONAL STEEL AND SHIPBUILDING CORPORATION
HARBOR DRIVE AT 28TH
Phone Franklin 9-8065 • San Diego 12

AKERVICK BROS.
TROLLING EQUIPMENT
Trolling Gurdies — Anchor Hoists — Engine Installations, Repair and Overhaul — General Machine Work
Akervick Bros. Machine Works
Salmon Bay Terminal, Seattle 99 ALder 0074

San Diego Marine Const. Co.
SHIP CONSTRUCTION
and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson St.
SAN DIEGO 12 CALIFORNIA

G. BRUCE NEWBY
Consulting Naval Architect
and
Marine Engineer
Telephone 366-35 4549 East Anaheim St.
Long Beach 4, California

The Campbell Machine Co.
SAN DIEGO 12, CALIF.
BOAT BLDG. MACHINERY REP'S.
ANCHOR and CARGO WINCHES
Distributors
"Union" Diesel Engines

Harbor Boat Building Co.
1000-TON DRYDOCK
MARINE WAYS
REPAIRS—COMPLETE SHOPS
24-Hour Service
Terminal Island California

AL LARSON BOAT SHOP
SAN PEDRO, CALIF.
Naval Architects and Boat Builders
Specializing In Commercial Fishing Boats
General Machine and Repair Work

See KOLSTRAND'S for
Trolling Gurdies—Anchor Winches
General Machine Work
Installations
KOLSTRAND MANUFACTURING CO.
4739 Ballard Ave. SU. 7547 Seattle 7

American Hammered Piston Rings
Briggs Oil Filters
Lathrop Marine Engines
H. G. McLaughlin Co., Inc.
76 YESLER WAY SEATTLE 4

A. D'Acquisto Fish Products
FROZEN SQUID
BOAT TO FREEZER—NO DELAY
SHIP ANYWHERE
Post Office Box 670, Monterey, California
Phone 4181

WILVERS & DE FEVER
Naval Architects
Marine Surveyors
1225½ Leland St., San Pedro, Calif.
Terminal 2-1514
551 Spreckels Building, San Diego, Calif.
Phone: Franklin 9-8686

Skagit Steel Works Enters Marine Hoist and Winch Field

Preparations are being completed by Skagit Steel & Iron Works of Sedro-Woolley, Wash., for the manufacture and distribution of a complete line of hoists and winches for fishing vessel and maritime construction purposes including use of pile drivers, fish hoists, anchor and trawl winches and other fish and cargo gear particularly suited for canneries. Production of these hoists has begun and formal announcement of their plans is expected shortly from Skagit Steel officials.

The new hoists embody engineering and manufacturing principles developed by Skagit Steel since it first introduced gasoline logging donkeys almost 30 years ago. Skagit leadership in a world-wide equipment market has been recognized for several years.

Although the company's peace-time production has been primarily for the logging industry, Skagit built hundreds of hoists for the Army, Navy, Maritime Commission, Coast Guard and other marine services during the war. Since then, it has supplied numerous machines for general utility and material handling purposes outside the logging industry.

The announcement of its readiness to introduce its complete line of hoists for industrial, construction and material handling will bring to fulfillment a long-range development program undertaken by Skagit Steel & Iron Works immediately after the war.

Smaller and more compact power-operated drum sets were engineered to take full advantage of all available horsepower from various types and sizes of power units, and to provide the smooth, easy, trouble-free operation which has been the keynote of Skagit logging hoist design.

Skagit Steel with its greatly enlarged shop is now one of the most complete and well equipped manufacturing machine shops on the Pacific Coast. The foundry also has been expanded and a major modernization program in this department is well under way.

Skagit Steel & Iron Works now is widely represented in logging areas and in the export market by a network of distributors. Although no announcement has been made regarding distribution of the line of general utility hoists, it is understood that plans are under way to expand the Skagit dealership setup when the new equipment is introduced.

FOR SALE

Chrysler Crown 2:1, good. $350. Delco 12V charger, War "S", new $75.00. Boat 'Norlys", 36', Chrysler Crown, 3½:1, Radio Direction finder, Iron Mike, 6 spools, Kolstrand gurdies. Complete equipped. $5,000 cash only. **H. A. Balensifer, Tel.: 480, Depoe Bay, Oregon.**

FOR SALE

Two 87-foot draggers, 21-foot 6-inch beam, 320 Fairbanks-Morse Diesel Engines. Will hold about 130,000 lbs. of fish. These boats are 4 years old and in excellent condition, boats are fishing every day. Will sell both boats for $125,000.00. Write to: Walter C. Benson, 18 Bartlett Parkway, Winthrop, Massachusetts.

Closing Machines for Sale

1 **Oval Can Closing Machine** for one-pound oval cans. Max. Ams., Model No. 32-B, American Can Conversion, capacity 35 cans per minute, a good buy, in good condition.

1 **Continental-Troyer-Fox Model No. 8-DS for No. 10 Cans,** with Curler Clincher and Seamer on one base, capacity 45 to 60 cans per minute. Will rebuild. An excellent buy.

Canning Machinery Company
4525 S.W. Lee St. Portland 19, Ore.

Home of
WONDER SEA FOODS
★ *Fresh* ★ *Frozen* ★ *Canned*
LARGEST SHIPPERS ON THE PACIFIC COAST
50 Years Quality Packers
HAINES OYSTER COMPANY
Pier 47, Foot of Jackson St.
Seattle 4, Washington
Plants: BAY CENTER, POULSBO, SHELTON
BLYN, ALLYN, BLANCHARD

PACIFIC FISHERMAN'S READERS ARE BUYERS!

You want buyers, and PACIFIC FISHERMAN'S readers are buyers. They are the fishermen, the fish boat owners and operators, the cannery owners, the plant operators and the marketers of fisheries products. Your product may find a new or larger outlet in this market. It's active, it's profitable, don't overlook it.

Advertising Rates Upon Request

PACIFIC FISHERMAN
71 Columbia St. Seattle 4, Wash.

VITA FOOD

TRADE MARK

PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY
Importers & Exporters — Producers, Packers, Smokers
FISH OF ALL KINDS
Mildcured and Frozen from all Principal Centers of Alaska
SEATTLE OFFICE—BELL ST. TERMINAL, SEATTLE 1

The Complete Book of
COMMERCIAL FISHING
on the Pacific Coast

OCEAN HARVEST, by Carl I. Wick, tells the things you want to know about fish species, fishing methods, boats and gear, trade customs, history of the industry. Written by a commercial fisherman who is also a scientist. Photographs and diagrams, 185 pages, Superior Publishing Co. Order direct from **Pacific Fisherman,** 71 Columbia Street, Seattle 4, Washington. $3.50 postpaid.

ADVERTISING INDEX

Adams Net & Twine Co. 54
Akervick Bros. Machine Wks. 70
Alaska Steamship Co. 70
Albina Engine & Mach. Wks. 56
American Can Co. 7
Aseptic-Thermo Indicator Co. 60
Avondale Marine Ways, Inc. 48

Baier & Assoc., L. S. 70
Baker Refrigeration Corp. 8
Bludworth-Marine 42

Camillo, J. J. 72
Campbell Machine Co. 70
Caterpillar Tractor Co. 27
Chris-Craft Corp., Marine Engine Div. 10
Colorado Fuel & Iron Corp. Facing 20
Columbia River Packers Assn. 59
Consolidated Fisheries 68
Continental Can Co. 3
Cooper-Bessemer Corp., The 9

D'Acquisto Fish Products, A. 70
D'Acquisto & Sons, A. 72

Eardley Fish & Fillet Co., Inc. 52
Ederer Co., R. J. 2
Electric Storage Battery Co. Cover No. 3
Enterprise Engine & Fndy. Co. 57
Enterprise Mfg. Co. 63

Farwest Wrangell Co., Inc. 70
Fibreboard Products, Inc. Cover No. 4
Fishermens Packing Corp. 64
Fish Net & Twine Co., The 6
Fremont Electric Co. 65
Frohman & Sons, L. H. 68

General Motors Corp., Detroit Diesel Div. 36
General Petroleum Corp. Cover No. 2
Gosse Co., F. A. 58
Grandy Boat Co. 72

Haines Oyster Co. 71
Hanson, H. C. 70
Harbor Boat Bldg. Co. 70
Harnischfeger Corp. 51
Hayssen Mfg. Co. 60
Heminway & Bartlett Mfg. Co. 11
Hiller, Paul W. 72

International Nickel Co. 12
International Paint Co., Inc. 14

Kaakinen Fish Co. 64
Kazulin-Cole Shipbldg. Corp. 68
Kelley-Clarke Co. 46
Kelvin-White Co. 64
Kohlenberger Eng. Corp. 72
Kolstrand Mfg. Co. 70

Larson Boat Shop, Al. 70
Lathrop Engine Co., The 14
Lawrence, J. E. Co. 72
Linen Thread Co., Inc., The 24
Lister-Blackstone, Inc. 12
Long Beach Salt Co. 68
Lubriplate Div., Fiske Bros. Refining Co. 63

Marine Office of America 5
McLaughlin Co., Inc., H. G. 70
Michigan Wheel Co. 10
Mishawaka Rubber & Woolen Mfg. Co. 42
Monk, Edwin 70
Murphy Diesel 4
Mustad & Son, O. 66

National Steel & Shipbldg. Corp. 70
National Supply Co., Superior Engine Div. 34
N. C. Marine 68
Newby, G. Bruce 70
New England Fish Co. 65
Nordberg Mfg. Co. 40
Nordby Supply Co. 58
Northern Commercial Co. 8
Northern Products Corp. 72
Northwest Iron Works 68
Nuttall-Styris Co. 72

Oakite Products, Inc. 66
Oceanic Sales Co. 42
Oxenberg Brothers 64

P & L Welding & Mach. Wks. 68
Pacific American Fisheries, Inc. 44
Pacific Marine Supply Co. 16
Pacific Tel. & Tel. Co., The 12
Packard Motor Co. 32
Pan American Radio Corp. 69
Pauls Fish Net Co. 61
Petersburg Cold Storage Co., Inc. 70
Pioneer Sand & Gravel Co. 53
Plymouth Cordage Co. 15
Port Orford Fish Co. 64

Radiomarine Corp. of America 13
Red Wing Motor Co. 64

San Diego Marine Constr. Co. 70
San Juan Fish & Packing Co. 58
Seaside Supply Stores 70
Shell Oil Co. 38
Shepherd Diesel Marine 12
Sitka Cold Storage Co. 70
Sperry Gyroscope Co., Div. of The Sperry Corp. 21
Stamm-Schulman & Co. 63
Standard Oil Co. of Calif. 31
Standard Steel Corp. 50
Stay-Tite Products Co. 58
Sunde & d'Evers Co. 48

Tacoma Boatbldg. Co. Inc. 62
Tide Water Assoc. Oil Co. 28
Tubbs Cordage Co. 63

Union Diesel Engine Co., The 63
Universal Motor Co. 56

Vilter Mfg. Co., Inc. 54
Vita Food Products, Inc. 71

Wash. Stove Works 60
Wendt, Ivar 62
Whiz Fish Products Co. 56
Wickwire Spencer Steel Div. Facing 20
Willapoint Oysters, Inc. 70
Wilvers & DeFever 70
Wisconsin Motor Corp. 66
Woolsey Paint & Color Co., Inc., C. A. 66

KOHLENBERGER ENGINEERING CORPORATION
DEPENDABLE REFRIGERATION SINCE 1922
FULLERTON • CALIFORNIA

DEPENDABLE REFRIGERATION

SERVING PACIFIC FISHING FLEETS SINCE 1922

Our engineering staff is always at your service. Phone or write for name of nearest boat yard to serve you.

Foreign Inquiries Solicited

General Offices and Factory:
FULLERTON, California

Telephones
LA. Mutual 6497 Fullerton 1120

ADAMS AMERICAN NETTING TUBBS CORDAGE PABCO MARINE PAINTS

A. D'ACQUISTO & SONS

FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

Phone: 8110; Residence, 4466
Municipal Wharf, Monterey, Calif.

GRANDY BOAT COMPANY

MARINE WAYS

BUILDERS OF ALL TYPES OF FISHING VESSELS
REPAIRS and ALTERATIONS

2538 Westlake Ave. North Seattle 9, Wash.

NUTTALL-STYRIS CO.

825 Columbia **FISHERY SUPPLIES** San Diego 1, Calif.

Distributors
American and Canadian
MILD CURED and FROZEN SALMON

200 *Bell St. Dock Pier* 66 *SEATTLE* 1 *U.S.A.*

J. E. LAWRENCE CO.

SEAFOODS

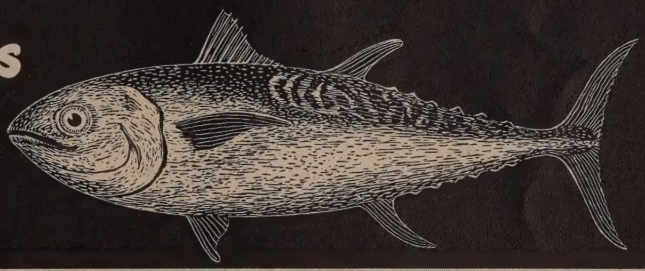
BROKERS — JOBBERS
PORTLAND 9, OREGON
Phone Atwater 3328 *Established 30 Years* Teletype PD298

J. J. CAMILLO

Wholesale SEA FOOD Broker

935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
—————» BROKER and AGENT «—————
Phone Franklin 5189

Fishing for Facts for You



Velero IV, fisheries research vessel, built by National Iron Works of San Diego, California, for University of Southern California. Naval Architect: G. Bruce Newby.

Gathering data that can be used with profit by you . . . is the important job of *Velero IV*. And it's well prepared with the finest and most modern electrical equipment. This includes radar, Sperry gyro compass, power steering, intercommunication outlets, continuous wave and radio telephone, laboratory instruments, and 56 cells of MEH-21 Exide-Ironclad Batteries.

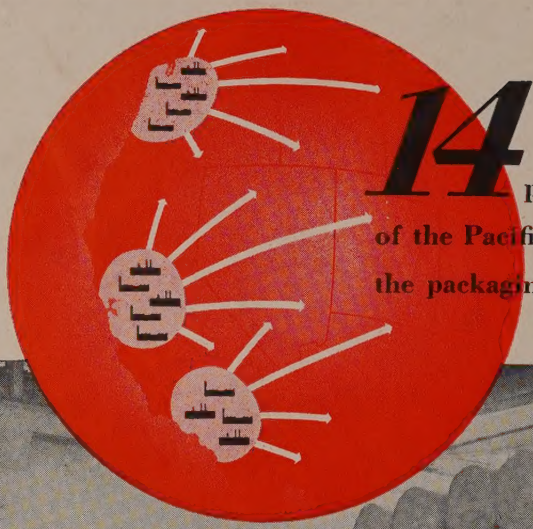
Why Exide-Ironclads? Because of their ability to discharge at high rates, Exide-Ironclads can deliver all the power required, at steady voltage, and return in useful work a high percentage of the current required to charge them. These abilities are a result of Exide-Ironclad's famous and *exclusive positive plate*, which differs from that of all other batteries in design, construction, performance.

Exide-Ironclad Marine Batteries not only give you this dependable power and performance, but also ruggedness, long life, low cost maintenance. And they're supplied in sizes for craft of every type and tonnage.

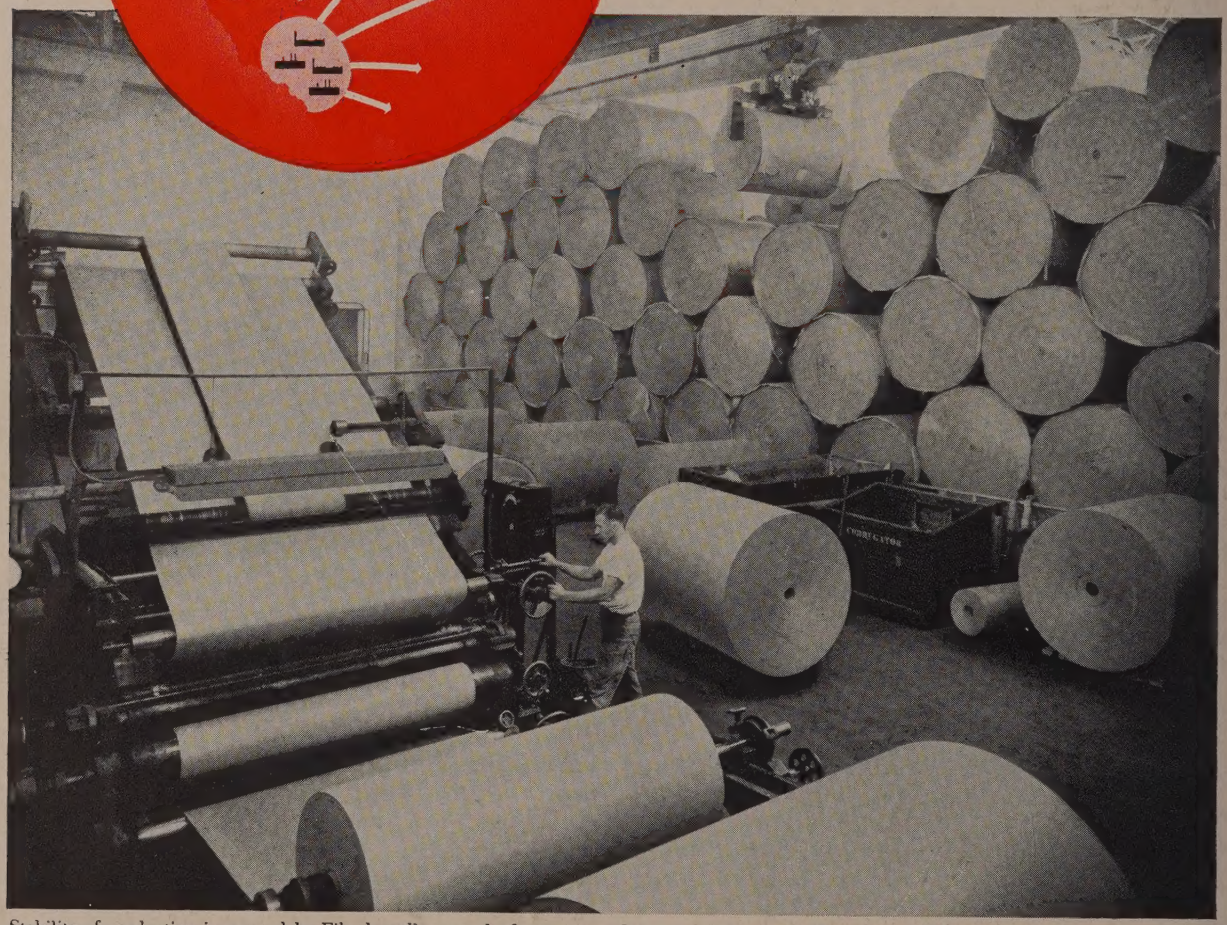
THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia 32
Exide Batteries of Canada, Limited, Toronto
LOS ANGELES, CAL. SEATTLE, WASH.
SAN FRANCISCO, CAL.

"Exide-Ironclad"
Reg. Trade-mark U.S. Pat. Off.

1888 — DEPENDABLE BATTERIES FOR 62 YEARS — 1950



14 plants in the three major industrial areas of the Pacific Coast . . . strategically located to serve the packaging needs of all Western industry



Stability of production is assured by Fibreboard's control of raw materials required for its six Paperboard Mills and eight Converting Plants.

FIBREBOARD
Products Inc.

6 BOARD MILLS · 8 CONVERTING PLANTS

347

SAN FRANCISCO · LOS ANGELES · OAKLAND · PORTLAND · SEATTLE · SAN JOSE · FRESNO
SACRAMENTO · SALT LAKE CITY · NEW YORK · PHILADELPHIA · BALTIMORE · HONOLULU